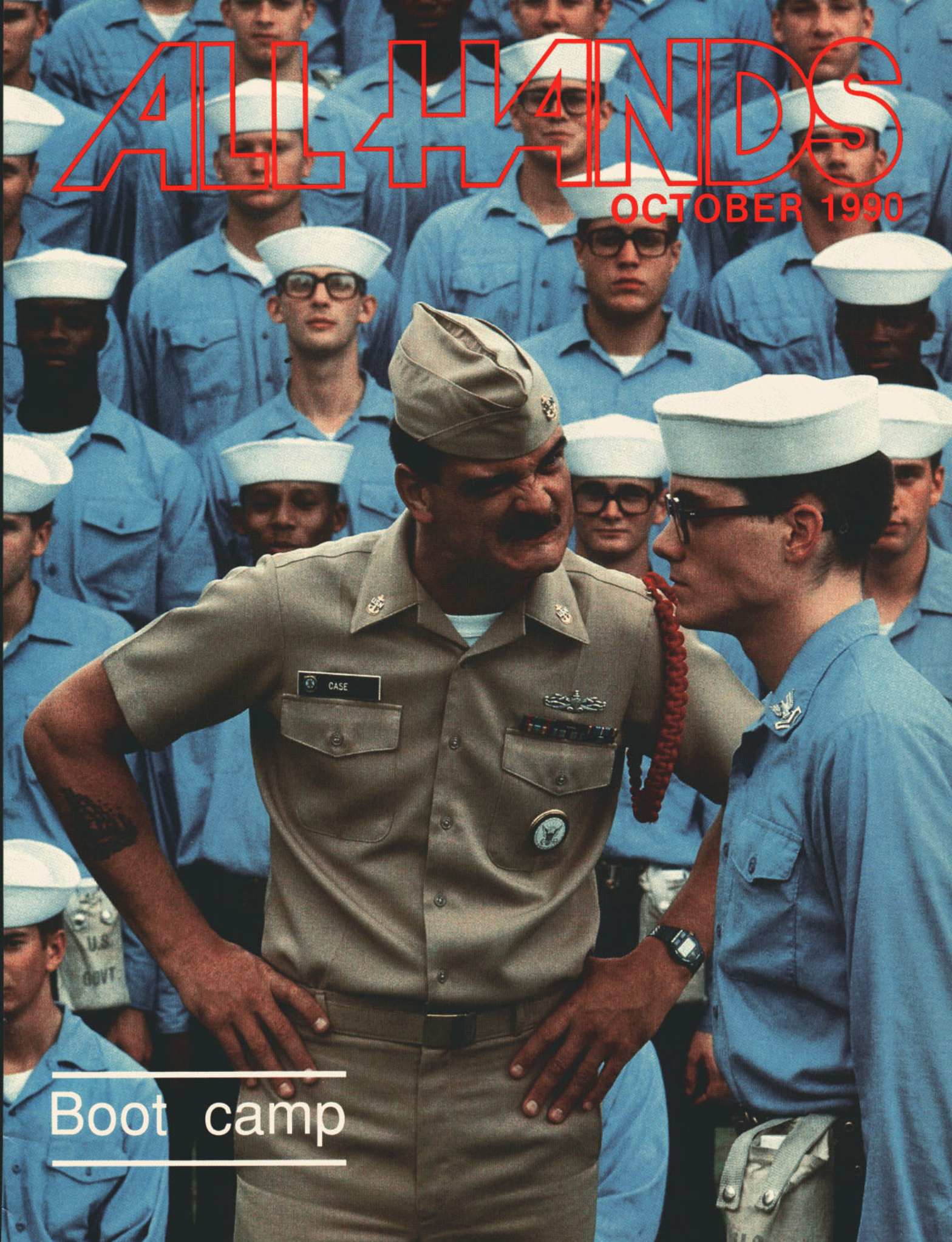


# ALL HANDS

OCTOBER 1990



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Boot camp

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# President Bush Addresses Forces

"Of the many duties and responsibilities I've worked to fulfill as president, there can be no greater honor than to offer a few words to the brave men and women serving in our armed services. Especially now, to those who stand ready to repel aggression in Saudi Arabia and the gulf region because you represent America's best, and the world's best hope for peace.

Last week I reminded the American people that this nation stands where she has always stood — against aggression. And today, with the tradition of two centuries behind you, you stand on the front line against aggression and international lawlessness. We've never sought conflict, nor do we hope to chart a course for other nations, but at the hands of injustice, in the face of aggression, ours is a once reluctant fist clinched resolutely.

To preserve the peace, America will always stand for what is right. To preserve her commitments, America will always stand by her friends. Together with allies old and new we've seen a nearly unanimous condemnation of Iraq's injustices in the Persian Gulf region. And we've been part of a remarkable international commitment to peace and the rule of law.

And from the beginning we've been guided by four straightforward principles. One, we seek the unconditional and complete withdrawal of Iraqi forces from Kuwait. Two, that nation's legitimate government must be restored. Three, we are committed to the security and stability of the Persian Gulf. And four, we are determined to protect the lives of American citizens abroad. Those are the principles that drive us. But it's your presence, your skills, your talents, your judgments that bring America's principles to life and give them strength and meaning.

You're now in one of the toughest military missions in modern memory — enduring the long, hot days of the gulf region's cruelest month. As one young soldier in the 82nd Airborne Division put it, 'You'll never get climatized, you just learn to tolerate it.' Well, as tough as it is, know this: thanks to you, nobody is feeling the heat more than the government in Baghdad.

And while all of you should know that what you're doing is just, a few of you have already gotten a glimpse of the gratitude of the Kuwaiti people. Like one lieutenant colonel in the AWACS control center in Saudi Arabia who was approached by a Kuwaiti refugee in the lobby. The man spoke almost no english, but he handed the colonel a note for their commanding officer. A note that included the letter 'I' and a heart and U.S.A.

So to the sailors who have kissed their wives and husbands goodbye for now, to the soldiers and Marines protecting peace in the desert heat, to the fliers in the air, to the reservists committed and ready, to the men behind the guns: stand strong. Our troops around the world are providing the kind of strength and security that makes this mission possible. And with the support of friends and family and the admiration of this great nation, you're proving you'll do what it takes at any hour, anywhere, to contain aggression and keep freedom's light alive.

We have an important advantage in the Persian Gulf because in the air, at sea and on land, soldiers of peace will always be more than a match for a tyrant bent on aggression. With your strength, we have the will. Together with our allies, we will find the way to peace. May God bless you and bring you home safely and soon."

President George Bush  
Commander-in-Chief



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# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
 OCTOBER 1990 – NUMBER 883  
 69th YEAR OF PUBLICATION



Photo by PHC Carolyn E. Harris

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**Front cover:** Company Commander Chief Boatswain's Mate Pat Case attempts to get Seaman Recruit Anthony Reynolds' "undivided attention" at Recruit Training Command, Orlando, Fla. See story, Page 17. Photo by JO1 Lee Bosco.

**Back cover:** Scenes in the day in the life of a recruit. Clockwise from top: A company commander's face-to-face inspection; lining up for a physical exam; graduation day; gas chamber exercise. Compare today's boot camp with those of years past. See stories beginning on Page 10. Company commander, gas chamber and physical exam photos by PH1(AC) Scott M. Allen. Graduation photo by JO1 Lee Bosco.



# News You Can Use

## Financial

### Danger pay for Philippine tour

The Secretary of Defense has approved the payment of imminent danger pay to personnel on duty in the Philippines. This authorization extends over the total land area of the country. It excludes inland and coastal waters, as well as airspace.

To qualify, service members must satisfy one of the following criteria:

- Be permanently assigned to (or under orders contemplating temporary duty for 30 consecutive days or more) and perform duty in the designated area.
- Perform duty in the designated area for a minimum of six days within one calendar month, or for a minimum of six consecutive days beginning in one month and ending in the following month.

- Be exposed to hostile fire or explosion of a hostile mine.

- Be killed, injured or wounded by hostile fire, explosion of a hostile mine or any other hostile action.

All personnel assigned to ships in ports in the Philippines are considered eligible for imminent danger pay, provided duty is performed in the designated area, or personnel meet the criteria listed above.

Personnel assigned to ships in inland or coastal waters are not authorized to receive imminent danger pay unless they are in a duty status, including leave or liberty, and are physically present in the designated area ashore.

Service members qualifying for danger pay will receive \$110 per month. Designation for the Philippines as a location for imminent danger pay will remain in effect until an assessment by the appropriate authorities indicate it is no longer warranted. □

### Prepare for EEAP now

The Enlisted Education Advancement Program gives sailors the opportunity to attend college full time for 24 months while receiving full pay and allowances. Selectees may not use their active duty tuition assistance, but must pay tuition and fees with their Vietnam Era GI Bill, Veterans Educational Assistance Program or Montgomery GI Bill.

EEAP is an excellent opportunity to seek advanced education for highly motivated 3rd class petty officers and above with four to 14 years of active-duty service.

Three hundred sailors were recently selected from a pool of 700 applicants to participate in EEAP. NavOp 065/90 announced the names of this year's selectees.

Those interested in applying for next year's selection board should start preparing now. See OpNavInst 1560.8A for information on how to apply for the FY91 program. OpNavNote 1510 solicits applications and announces the application deadline. □

### Evals and boards

Selection boards have many hard decisions to make. Don't let your command make it harder because your evaluations are late.

The chief, senior and master chief petty officer boards are the largest with a minimum of 25,000 candidate records to review. If your report isn't there two months or more prior to convening dates, it may or may not be considered.

If you have an upcoming board NavMilPersComInst 1616.1A has more information. □



## Exceptional family members

The special needs of physically, emotionally or mentally handicapped family members are addressed by the Navy's Exceptional Family Member Program. Enrollment into that program recently became mandatory to ensure those needs are properly considered and looked after. Enrollment is accomplished by contacting the EFM coordinator at the local medical treatment facility.

Enrollment notifies detailers of the special needs of family members, allowing for assignment of the enlisted personnel and officers to areas that can support the family member's requirements.

For information about the EFM Program, see OpNavInst 1754.2 or contact your local coordinator at the nearest medical treatment facility, or call the EFM Program Manager at commercial (202) 693-3308/9/10, Autovon 223-3308/9/10, or toll free 1-800-527-8830. □

## Command Master Chief assignments

The Navy's Command Master Chief program demands that only the highest quality master chief petty officers are selected.

Applicants must be a master chief (or frocked) and submit a request on NavPers form 1306/7 with their commanding officer's endorsement.

Two 4x5 inch photos in khaki uniform (one front and one profile) should be sent to the Naval Military Personnel Command. The Navy's physical readiness standards must be met.

If you are selected for duty as a CMC, expect your initial assignment to be at sea where two-thirds of the Navy's CMC billets are located.

See OpNavInst 1306.2 for details. □

## Targeted "A" School Program

The Targeted "A" School Program for General Detail personnel was developed as one initiative to improve and sustain seamen, airmen and firemen manning. TASP enlistments began in June 1989 and the first of these sailors began arriving in the fleet last December. The program is intended to reduce first-term attrition and maintain a more steady flow of GenDets to the fleet.

Under the program, newly enlisted personnel are guaranteed an "A" school between 18 to 24 months of initial assignment, funded by Commander, Naval Military Personnel Command. The member receives an automatic advancement to E-4 upon successful completion of "A" school, and returns to his or her initial unit if billets for rate and rating are available.

At any time prior to assignment to "A" school, the member can choose to waive "A" school

attendance by electing on-the-job training, by striking for another rating or attending "A" school for a rating different from the member's TASP guaranteed "A" school rating (only at the command's discretion and funding).

If a member is selected for advancement to paygrade E-4 prior to "A" school assignment, the guaranteed TASP "A" school still applies. Member may choose not to attend, as desired. Commands must notify NMPC-482 as to the member's decision.

The 18-to-24 month window for "A" school attendance balances the need of both the command and the "A" school. Orders to school ordinarily will be generated for detachment at the 18-month point.

For more information see NavOp 155/89 or contact NMPC-482 at commercial (202) 694-1143/4 or Autovon 224-1143/4. □



# CNO: Making it Better

*People, capabilities top priority*

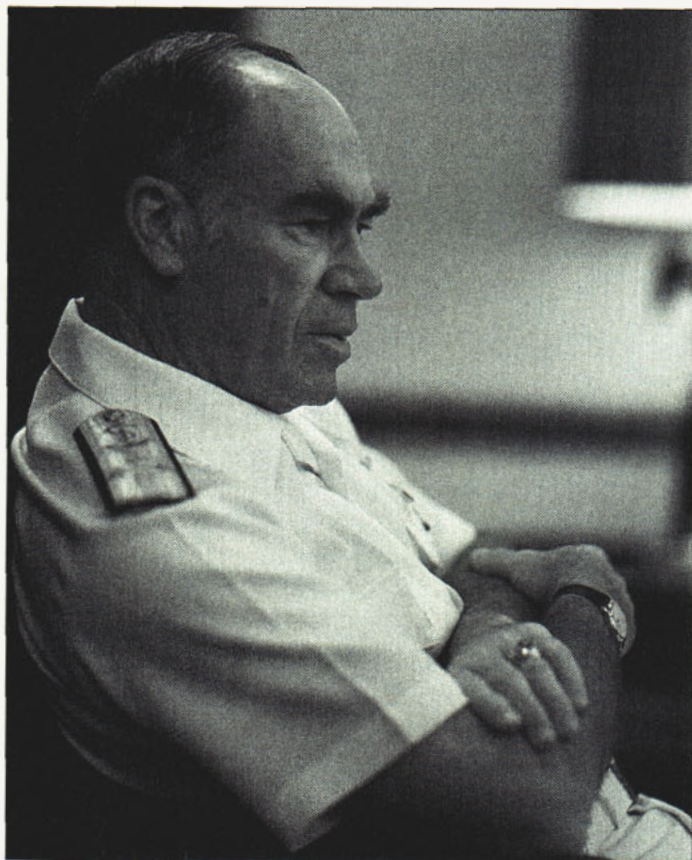


Photo by Jill Ponto

*"I want to take care of people... provide them tools to work smarter... and maintain a maritime capability that's number one in the world."*

"I want to take care of our people. They're the best I've seen in my 34-year career. I want to provide them the tools they need to work smarter, to do the job more efficiently. That will be essential as our resources get smaller in the future. And I want to maintain a maritime capability that's number one in the world. Those are my top priorities," said ADM Frank B. Kelso II, Chief of Naval Operations.

Emphasizing the flexibility of a forward deployed Navy/Marine Corps team, the CNO was quick to point out that the ready-on-arrival capability of naval forces in operation *Desert Shield* illustrates dramatically the continuing need for a strong Navy. He also stressed the sustainability of Navy and Marine Corps forces in the Persian Gulf area, crediting investments made over the last decade with the success the Navy has had in providing rapid response to a crisis of this magnitude.

Kelso, who assumed duties as CNO in June, took time recently to discuss in *All Hands* some of his goals and priorities as well as challenges facing the Navy.

In the CNO's view, there will be some constants for the Navy of the future, including its mission to protect American interests and citizens around an unstable world. There will also be some changes — technology, force structure and the way the Navy does business.

"My job is to continue trying to make the case for Navy people, and to do what I can to see that we have the ships and aircraft to match the operational requirements placed upon us by the country's leadership," he explained. "Those requirements should determine the size of our Navy/Marine Corps budgets in the future. We must be able to convince, and to obtain a consensus on what we will be required to do. That discussion of requirements will always be a key part of the defense debate on where we go in the future.

"And clearly, my job is to be the spokesman for the Navy."



Focusing on future working conditions for sailors in the fleet, Kelso vowed not to allow the Navy to repeat patterns like those that diminished readiness after Vietnam, even with cutbacks in personnel and hardware. During that period, operational requirements remained high and ships remained in commission, but personnel levels were inadequate, retention was low and optempo/perstempo rates were so demanding, they drove many top performers out of the Navy.

"We will not generate a hollow force," he said. "We will reduce force structure — the number of ships and aircraft we send to sea — before that happens, because we know a ship not properly manned and trained for deployment is just so much scrap metal.

"To do otherwise, we would have a Navy that cannot do its job."

Kelso emphasized that even with budget reductions and continued naval commitments like operation *Desert Shield* and operation *Sharp Edge* off the coast of Liberia, people remain the most important priority.

"I've been greatly encouraged by the consensus among the leadership in the Department of Defense, the Administration and the Congress on the importance of taking care of people in today's environment," said Kelso. "There is clearly an understanding that we need to maintain pay, benefits, medical services and the things that provide a good quality of life.

"We have recognized for a long time that how we operate our ships greatly affects the morale of our people," he added. "We established a perstempo goal of 50 percent with a turnaround rate of two to one in the 80s. This is a sensible goal that has my full support.

"We occasionally will face periods of time, like now with *Desert Shield*, when we will be unable to maintain that perstempo for every ship and unit. But it will continue to be our goal, and we'll get back to it as soon as we can after the present operations."

As for how *Desert Shield* will affect the numbers of ships needed and future deployment requirements, Kelso said, "I think *Desert Shield* will be evaluated in great detail after it's over to see how all forces were able to respond.

"I believe it will continue to substantiate the important need for naval forces. And I believe we will continue to be asked to deploy naval forces to stabilize many parts of the world. This has been the mission of the Navy since our nation's birth and there is no other naval force in the world capable of providing a comparable level of security that benefits not only the U. S., but so many other countries around the globe.

"At the same time, I think we should be realistic about the fact that financial problems exist in this country, and there will continue to be pressure to reduce military forces."

The CNO believes the Navy of the future will be smaller, and that fact is a driving factor in his quest for improved efficiency. Expressing confidence in the quality of Navy people and the quality of the Navy's hardware, he stressed the need for better quality in how the job is done.

"We improved our personnel picture with the all-volunteer force and more attention to quality of life issues, and we improved our equipment capability with the build up of the 80s. Now we need to concentrate our energies on developing the tools to work smarter, and on doing the job right the first time," he said.

"I don't want people to work longer hours, I want to provide them the means to be more efficient and more productive on the job," he added.

Noting that many U.S. industries have made great

*"We will not generate a hollow force. To do otherwise, we would have a Navy that cannot do its job."*



Photo by Jill Ponte



strides in improving quality, the CNO said, "We in the armed forces are going to have to do our part to become more efficient. Our business is national defense, and everybody is going to have to be more competitive. We in the Navy are going to try to do that," he said.

Kelso said one essential aspect of total quality leadership is better training and an environment that encourages people to identify problems up the chain so they can be resolved. A natural spin off of that goal will be improved safety, he said.

"I'll never be satisfied as long as we have anybody injured in an accident," he said. "We must continue to work hard and improve our safety record. That's not to say it's not good in many areas," he added, noting significant aviation safety improvements during the last two decades.

"But I think we have to work harder, and that includes me, to do our jobs in a safer manner. That means we have to train people to do the jobs the correct way. Good training is the key to safety and efficiency.

"What you often find when you have accidents aboard ship is a training problem."

Kelso said when people pay attention to safety, especially when they follow proper procedures, fewer accidents occur.

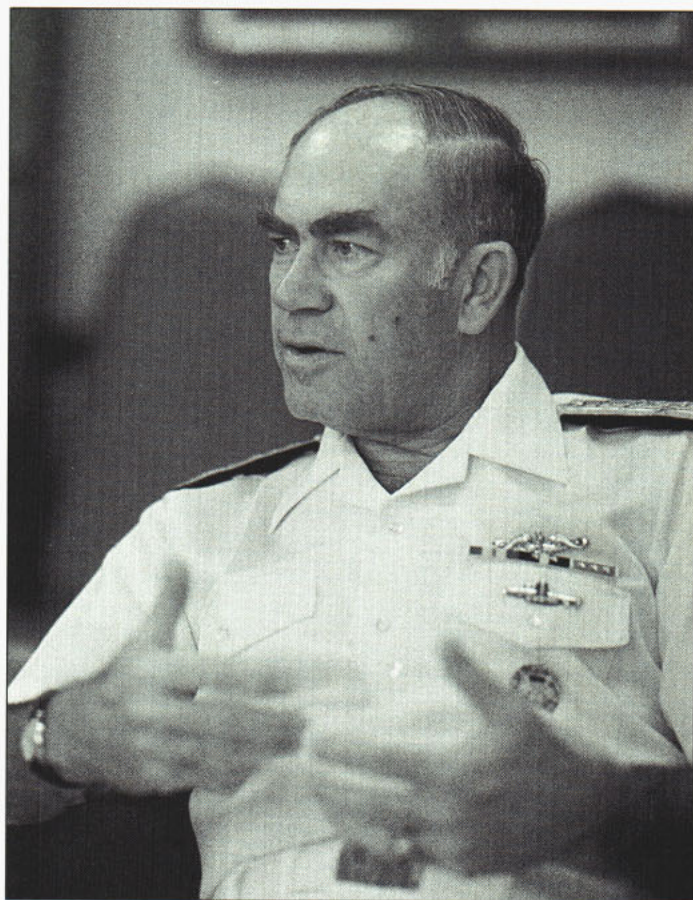
"The tag-out system in engineering spaces, where you make sure fluid systems are closed off, or electrical systems are isolated before you work with them, are examples of proper procedures," he said. "If everyone pays attention to those precautionary measures, safety will take care of itself."

Another element of the CNO's leadership goals is the well-being of the men and women in the Navy. The only acceptable standard in the Navy is to be the best, he said, and that means "treating your shipmates, regardless of their race, or sex, or religion, regardless of whether you like their personalities, with professional respect and plain old common decency. We may come from different backgrounds, and we may have different goals in life," he said, "but we all wear the uniform of the United States Navy and that demands a higher standard than you find in the civilian community."

Another issue of importance to the new CNO is technology. "It's necessary that we maintain the technological edge we've historically enjoyed. We enjoyed it because we were willing to pay the price for that edge.

"I believe the technological edge is one of the reasons we've come to the crossroads in history where we're moving away from bipolar (East-West) competition.

"Our standard of living was seen to be better, and our economy was able to maintain new technology, whereas the economy of the Soviet Bloc couldn't support weapon-for-weapon and ship-for-ship competition anymore. So I think technology has been one factor that has caused them to



*"I'll never be satisfied as long as we have anybody injured in an accident."*

change the way they do business. "We must sustain that technological edge to maintain our deterrent capability."

When asked why the Navy needs high-tech weapons in a Third World scenario, Kelso pointed out that the Third World today is buying first world weapons that run the gamut from high-tech conventional submarines to modern airplanes, to state-of-the-art missiles and deadly chemical weapons.

"If you want to be able to deal with a crisis situation with the confidence we'll come out on top, you must have technology to deal with first world weapons, no matter where they are," he said.

He also stressed the importance of the right mix of forces, and again pointed to *Operation Desert Shield* as an example. Kelso attributed the capability to meet the call for naval forces in support of the operation to a well-planned build up of assets over several years.

"The investments we made in the 80s for maritime prepositioning ships (which carry combat equipment and supplies for a Marine Expeditionary Force), the fast sealift ships and ships the Navy bought and put in the Ready Reserve Fleet have all been validated during *Desert Shield*,



and I think they will get more validation subsequent to the operation."

In addition to *Desert Shield*, the CNO noted recent contingency operations by Navy and Marine Corps personnel off Liberia, a country rocked by civil strife.

"We just witnessed well over 70 days where a Navy/Marine Corps team off Liberia was providing support for American citizens in a country having political turmoil," he said. "Those are the types of things I don't believe will leave us because ours are the only naval forces in the world capable of providing such a significant level of stabilization to a region. We will continue to need the foremost Navy in the world to carry out U.S. policy."

Navy and Marine Corps forces were called upon to evacuate more than 1,800 U.S. citizens and foreign nationals from Liberia in the midst of a civil war.

When asked if the mixture of active and reserve forces will change as a result of possible budget, equipment and personnel cuts, Kelso said over time there may well be a change in the Navy's total force mix.

"If you look at how the world has changed, and it clearly has, we used to live with a European Central Front where you had a very short period of time available to react, which meant you needed all your forces quickly. If you now evaluate that to be a longer period of warning, it may allow us to put some naval forces in a phased readiness status where naval reserve forces can be better trained for mobilization.

"We've built a superb Navy with a lot of fine ships that have years of life left in them. If the world is such that some of these ships need not be operational every day, we can look at a better way to protect our investment, even as funding declines," he said.

The CNO indicated he will look at a number of innovative approaches, including a plan that would put a mix of active and reserve crews on some Naval Reserve Force ships and task them with the training of several reserve crews which could be available to man additional ships when mobilized.

On the somewhat lighter side of things to ponder in a fast-paced world, Kelso offered some thoughts on what Navy leaders of 200 years ago might say if they could see the Navy on October 13, 1990, its 215th birthday. He noted that the tremendous contributions women make to the Navy today would surely be a noticeable change for those leaders from two centuries ago.

The CNO also recalled the thoughts of a chief petty officer retiring after 46 years of service, who pointed out at his retirement ceremony the changes in the relationship between officers and enlisted personnel.

"Today, it's a very close and warm relationship, whereas in the past it was somewhat different," said Kelso. "It's now a cooperative spirit, rather than autocratic as in past years."

Kelso said although technology is considerably different and more advanced, many of the basic skills of seamanship, like those needed to take a ship to sea, are still the same today and would be comfortably familiar to old salts from two centuries ago.

"The major changes, I would say, are the technology, the way people deal with each other, and the quality and education of the American sailor which is much better than it was 200 years ago," he said.

*"The investments of the '80's... have all been validated during Desert Shield."*

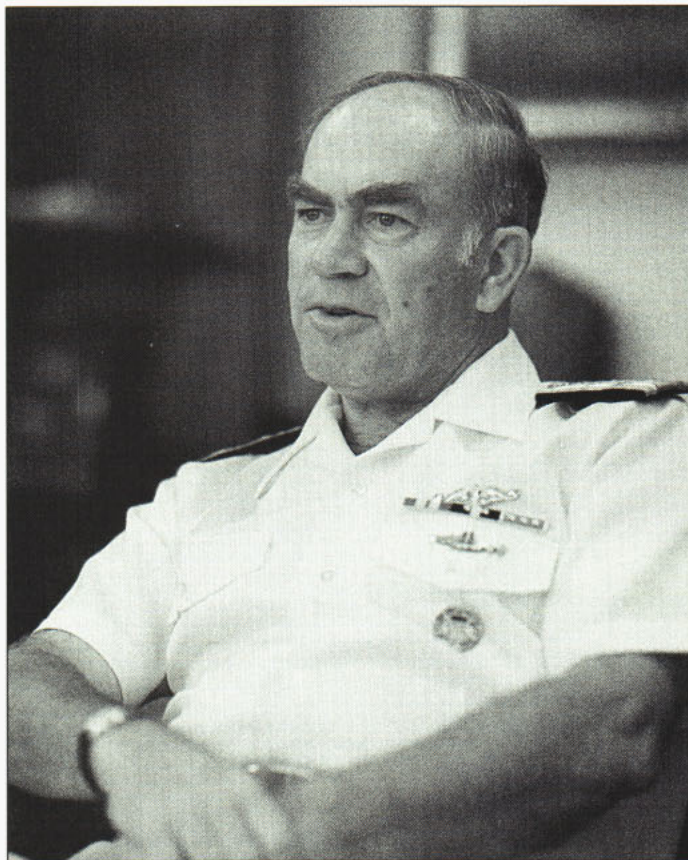


Photo by Jill Pontio

Kelso concluded by saying he's proud of the people in the Navy and he feels programs and plans are all moving in the right direction to improve overall military and professional capability as well as quality of life for sailors and their families.

"We have the best Navy in the world, and my goal is to make it a little bit better — with the support of our fine Navy people, if I can do that, I'll be satisfied when I leave." □



# Desert Shield chronology

The sound of Iraqi artillery shells awakened Kuwaitis at 5:30 a.m. on August 2, 1990, when Iraq took over Kuwait. Iraqi troops, threatening Saudi Arabia by initially arraying themselves in a column near one of the principal invasion routes, were one of the major reasons the U.S. decided to respond to Saudi Arabia's request for assistance with military presence. President Bush authorized *Operation Desert Shield* in response to Saudi Arabia's request for assistance and the fact that Americans were stranded in Kuwait and Iraq. News reports noted that within 48 hours after Iraqi troops overran Kuwait, the first fast sealift ship, loaded with military hardware, ammunition, food, fuel and other supplies, left the military base at Diego Garcia in the Indian Ocean bound for the Middle East.

**Aug. 3** — The President asked world leaders to support a collective course of diplomatic and economic sanctions banning all imports from Iraq — including oil — and freezing Iraqi assets in the U.S. The President also froze Kuwaiti assets to bar Iraqi interference.

**Aug. 4** — USS *Dwight D. Eisenhower* (CVN 69) Carrier Battle Group, located in the Mediterranean, was dispatched to the Red Sea. Forward deployed aircraft carrier USS *Independence* (CV 62) and its eight-ship battle group, conducting a routine deployment in the Indian Ocean, headed toward the North Arabian Sea in support of the Middle East forces.

**Aug. 6** — Secretary of Defense Cheney travels to Saudi Arabia to discuss U. S. use of Saudi airstrips and naval installations as staging bases.

**Aug. 7** — USS *Saratoga* (CV 60) Carrier Battle Group and battleship USS *Wisconsin* (BB 64) departs Norfolk on a regularly scheduled 6th Fleet deployment.

**Aug 8** — President Bush draws a *line in the sand*. A major deployment

of U.S. forces are ordered to Saudi Arabia to protect their border from possible Iraqi invasion.

**Aug. 9** — UN Security Council unanimously declared Iraq's annexation of Kuwait "null and void."

**Aug. 10** — Hospital ships, USNS *Comfort* (T-AH 20) from Baltimore and USNS *Mercy* (T-AH 19) based in Oakland, are activated and prepare to deploy. In cooperation with U.S. and other western nations, Arab leaders agree to deploy a joint-Arab force to Saudi Arabia and other Persian Gulf states. Arab leaders also denounce Saddam Hussein for his annexation of Kuwait, agree to broad-based sanctions against Iraq and insist on restoring Kuwait's legitimate ruler. U.S. Air Force F-16 *Fighting Falcon* fighter aircraft from Shaw Air Force Base, S. C., and C-130 transport aircraft from Pope AFB, N. C., arrive in Saudi Arabia.

**Aug. 11** — Elements of the 1st Marine Division, Camp Pendleton, Calif., and the Army's 101st Airborne Division (Air Assault), Fort Campbell, Ky., began movement for deploying to the Middle East. The 82nd Airborne Division, Fort Bragg, N. C., arrive in the region.

**Aug. 12** — Department of Defense National Media Pool departed Andrews AFB enroute to U.S. Command Headquarters at MacDill Air Force Base, Fla., where they met with Army GEN H. Normam Schwarzkopf, commander-in-chief, U.S. Central Command and left for the Middle East. U.S. Air Force F-15E *Eagle* fighter aircraft from Seymour Johnson AFB, N.C., join F-15C and D models and F-16s already in place. Elements of the Army's 11th Air Division Artillery Brigade, Fort Bliss, Texas, also deployed to the region.

**Aug. 13** — The Fourth Marine Expeditionary Brigade (MEB), embarked on 13 amphibious ships, departed East Coast ports. Department of Defense

National Media Pool arrives. Fast sea-lift ships USNS *Capella* (T-AKR 293), and USNS *Altair* (T-AKR 291), both based in Savannah, Ga., left carrying vehicles and equipment bound for the Middle East. *Comfort* sailed for the Middle East after loading additional stores in Norfolk.

**Aug. 14** — U.S. Air Force KC-10, KC-135 tanker aircraft, RC-135 reconnaissance aircraft and E3-A Airborne Warning and Control Systems (AWACS) arrive. Elements of the 1st Marine Expeditionary Force, which includes units from the 1st Marine Division and the 1st Force Service Support Group, Camp Pendleton, Calif.; the 3rd Marine Aircraft Wing, El Toro, Calif; and the 7th MEB from Twenty-nine Palms, Calif. began deploying to the region. Advance elements of the 1st MEF and the 7th MEB are already in Saudi Arabia. The 4th MEB, headquartered in Norfolk, Va., which includes units from the 2nd Marine Division and the 2nd Force Service Support Group, Camp Lejeune, N. C.; and the 2nd Marine Aircraft Wing at Cherry Point and New River, N. C., have deployed to the region.

**Aug. 15** — USS *John F. Kennedy* (CV 67), accompanied by cruisers USS *Mississippi* (CGN 40), USS *San Jacinto* (CG 56) and USS *Thomas P. Gates* (CG 51), all homeported in Norfolk will be available for potential relief of the *Eisenhower* battle group. Accompanying ships are: USS *Moosbrugger* (DD 980) based in Charleston, S.C.; the Newport, R.I., based guided missile frigate USS *Samuel B. Roberts* (FFG 58); the fast combat support ship USS *Seattle* (AOE 3), homeported in Earle, N.J.; and the combat stores ship USS *Sylvania* (AFS 3). Aircraft from Carrier Air Wing 3 will embark *Kennedy*. 1st MEB departs Hawaii. Ships from Maritime Prepositioned Squadron 2, Diego Garcia, arrived in the Middle East and began unloading equipment for use by Marine Corps



elements now arriving in the region. U.S. Air Force F-4G *Wildweasel* aircraft from George AFB, Calif., and F-117A *Stealth* fighters deployed to the Middle East. Equipment and supplies for repair and maintenance of Marine Corps aircraft are being carried to the Middle East by Aviation Logistic Support Ship USNS *Curtiss* (T-AVB 4). Army's 1st Corps Support Command, Fort Bragg, N. C., and the 197th Infantry Brigade (Mechanized), Fort Benning, Ga., began movement to the region.

**Aug. 16** — Consistent with U.N. Security Council Resolution 661, intercept operations conducted by multinational ships began with orders allowing navies to board and search cargo ships and tankers and if necessary, take them into custody to prevent them from reaching their destination. Army's 3rd Cavalry Regiment out of Fort Bliss, Texas, deploys. Thirteen ships from the Norfolk area are deploying with the Norfolk-based 4th MEB to the Middle East. U.S. Air Force A-10 *Thunderbolt II* ground attack aircraft from Myrtle Beach AFB, S.C., depart for Saudi Arabia.

**Aug. 17** — The USS *England* (CG 22) and USS *Robert G. Bradley* (FFG 49) challenged two Iraqi ships, ascertained they were empty and they were allowed to proceed. Nine of the Military Sealift Command's Ready Reserve Force ships were activated from a total of 96. More are to be activated in the near future. The U.S. Air Force deployed four Air Transportable Hospitals to the Middle East. Personnel and equipment have come from: MacDill AFB, Fla.; Langley AFB, Va.; Shaw AFB, S.C.; and Seymour Johnson AFB, N.C. Elements of the Army's 1st Cavalry Division and 2nd Armored Division, both from Fort Hood, Texas, began preparing to deploy to the Middle East.

**Aug. 18** — USS *Reid* (FFG 30) fired six warning shots across the bow of an Iraqi flagged tanker as it moved south through the Gulf of Oman after refusing to heed radio calls. *Bradley* fired three warning shots over an Iraqi tanker, steaming south in the Persian Gulf after it failed to respond to radio

warnings. Both tankers are being continually shadowed by U.S. ships.

**Aug. 19** — Secretary of Defense Cheney announced that VADM Henry H. Mauz, Jr., USN, Commander U.S. 7th Fleet assumed new duties as Commander, U.S. Naval Forces Central Command (COMUSNAVCENT). He will control all U.S. naval forces assigned to the U.S. Central Command, to include the maritime intercept force.

**Aug. 21** — Gen. Hansford T. Johnson, Commander, U.S. Transportation Command, and Military Airlift Command said the U.S. had moved (what was equal to) a midwestern town the size of Fayette, Ind., along with their cars, food, household goods and water to the Middle East. In total, more than 1 billion pounds of cargo is either enroute or has arrived in the Middle East.

**Aug. 22** — President Bush authorized the "call-up" of Selected Reserve members (including Naval and Marine Corps reservists) to active duty in support of *Operation Desert Shield*.

**Aug. 23** — Three U.S. Navy minesweepers USS *Adroit* (MSO 509), USS *Leader* (MSO 490), USS *Impervious* (MSO 449) and one mine counter measure ship, USS *Avenger* (MCM 1) were loaded aboard a merchant ship to augment U.S. minesweeping capability in the Gulf. The Army's III Corps Artillery, Fort Sill, Okla., elements of the Army Europe's 7th Medical Command, based in the Federal Republic of Germany are deploying to the region. The U.S. Air Force is deploying C-130 *Hercules* aircraft of the 435th Tactical Airlift Wing from their base in the Federal Republic of Germany.

**Aug. 24** — Secretary of Defense Cheney today invoked the authority of the Feed and Forage Act permitting Department of Defense to incur necessary obligations in excess of appropriations to support U.S. operations in and around the Arabian Peninsula. This ensures the Department of Defense can finance U.S. military operations until Congress can reconvene and enact the appropriations to pay for the operation.

**Aug. 25** — The UN Security Council authorized navies to use "minimal force" against attempts to evade sanctions. Elements of the 48th Tactical Fighter Wing deployed from RAF Lakenheath in the United Kingdom. The Wing will deploy F-111 aircraft and associated personnel and equipment to support *Operation Desert Shield*.

**Aug. 26** — Commander-in-Chief, U.S. Central Command, GEN H. Norman Schwarzkopf, formally established his command headquarters in Saudi Arabia designated U.S. *Central Command (Forward)*, while the element remaining at MacDill AFB, Fla., will be known as U.S. *Central Command (Rear)*.

**Aug. 27** — *Altair* and *Capella* pulled into port in Saudi Arabia carrying elements of the Army's 24th Mechanized Infantry Division, including M-1 battle tanks and other equipment.

**Aug. 28** — Forty-eight family members of U.S. Embassy personnel in Kuwait arrive at Andrews Air Force Base, Md. Iraq currently has about 150,000 troops in Kuwait and approximately another 115,000 outside Kuwait boundaries.

**Aug. 30** — U.S. Air Force F-16 *Fighting Falcon* fighter aircraft of the 401st Tactical Fighter Wing deployed from Torrejon Air Base in Spain to Qatar in Saudi Arabia and elements of U. S. Army Europe's 12th Combat Aviation Brigade and aviation elements of the 3rd Armored Division, both based in the Federal Republic of Germany are deploying to the Middle East.

**Aug. 31** — To date, multinational ships have intercepted about 350 ships and boarded approximately 10. Medical and associated staff personnel assigned to the Navy's Fleet Hospital 5 have deployed to the Middle East. This team is capable of providing resuscitation, stabilization, emergency surgery and acute care. Fleet Hospital 5 is primarily manned by active duty personnel assigned to Naval Hospital, Portsmouth, Va. □

*Chronology compiled by All Hands staff from official DOD and Navy sources.*



# 'Old' Navy vs. 'new'

## *A brief history of recruit training.*

Story by JO2 Herbert Sterling

If any sailor is asked if boot camp is easier today than when he or she was in training, it's almost certain the answer would be yes.

"Most any veteran sailor you meet today will say the 'old' Navy was when he came in, and the 'new' Navy is now," said Frederick S. Harrod, a professor of history at the United States Naval Academy, Annapolis, Md. "The truth is, the *real* old Navy ended roughly about the first decade of the 20th century," he said.

The Navy of the 19th century sought professional seamen to fill its enlisted ranks, from both the United

States and foreign countries. They were part of an international community of seamen, usually recruited in large metropolitan coastal cities.

The "old Navy" didn't provide its recruits with formal training. They went to sea almost immediately. If they had previous experience in a certain area, their job assignment reflected that. For example, a recruit with experience as a coal passer was placed in the engineer's force. Recruits with no previous experience were trained in basic seamanship, including handling of masts, yards and sails. Some also filled billets as cooks, storekeepers, water tenders and oilers.

During the 1800s, the Navy experimented with an "apprentice training program" designed to make the recruits good sailors without any preparation for higher grades. A "landsmen

for training" system was also created to recruit men who qualified as ordinary seamen, but didn't have any previous at-sea experience.

Originally introduced in 1837, these programs weren't actually utilized until 1875. Training vessels were set up where recruits were instructed in English, practical seamanship and other occupations designed to prepare them to be good sailors.

When these programs were developed, the Navy looked for great rewards from them. It envisioned a new type of personnel, different from the rough and coarse lot previously enlisting. The Navy wanted a program to attract youths who were U.S. citizens, who came from what the Navy considered to be good homes and who resided outside of major metropolitan areas. More importantly, it was hoped that

**Boot camp graduates from approximately 75 years ago appear in this panorama, found by All Hands managing editor CDR Tom Pinard at an auction in Oswego, Kansas this year. No identifying marks are on the photo.**





the apprentices would reenlist so that the program would support a career enlisted force of "good character."

However, as the 20th century dawned, the Navy realized the apprenticeship program wasn't providing the numbers of men it needed. In addition, the program was geared toward producing sailors skilled in handling wind-powered vessels at a time when these were becoming obsolete. Ships were undergoing technological advances, including the use of steam power, changes in types of weapons ships carried and the use of electricity aboard ships.

Such advances were the driving force behind the Navy establishing a new program for obtaining, training, developing and retaining the sailors needed to fill new technical positions. The Navy developed a new recruiting system to provide the numbers and types of people it felt were needed. Also, the entire apprentice seamen instructional program was transferred to land.

Training stations were based at Newport, R.I., San Francisco and Norfolk. However, they were not recognizable as "boot camps" as we know them today. The first real boot camp was at Great Lakes, Ill.

"The land for the Great Lakes facility was acquired during the early 1900s and the center was opened in 1911," said Harrod. "This was the

first facility that was indicative of the Navy's commitment to the establishment of the new land-based training programs."

During World War I, the Newport, Norfolk and Great Lakes stations acquired more land in response to the huge expansion because of the war. At the same time, the Yerba Buena station at San Francisco was moved to San Diego.

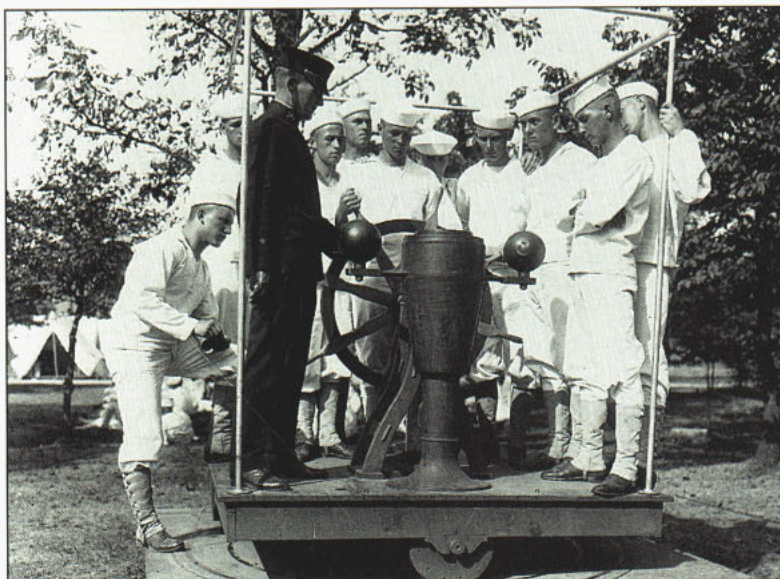
When a recruit arrived at boot camp, he was given a medical examination, took a bath, had his hair cut, sent his civilian clothing home, deposited valuables with the pay master and surrendered all contraband articles such as cigarettes, liquor and magazines. He was issued his bedding and part of his clothing allowance.

"This procedure is pretty much representative of the processes to which boot camps, as we know them today, have evolved," said Harrod.

**Trainees receive instruction in the steering of ships at the Great Lakes, Ill., Naval Training Center during World War I.**

The recruits learned to use, mark and store their gear. They took part in rigorous physical training such as jogging and calisthenics. They learned close-order drill and the manual of arms. They spent a great deal of time in the classroom learning firefighting, damage control, a variety of basic ship-board skills and other seagoing disciplines.

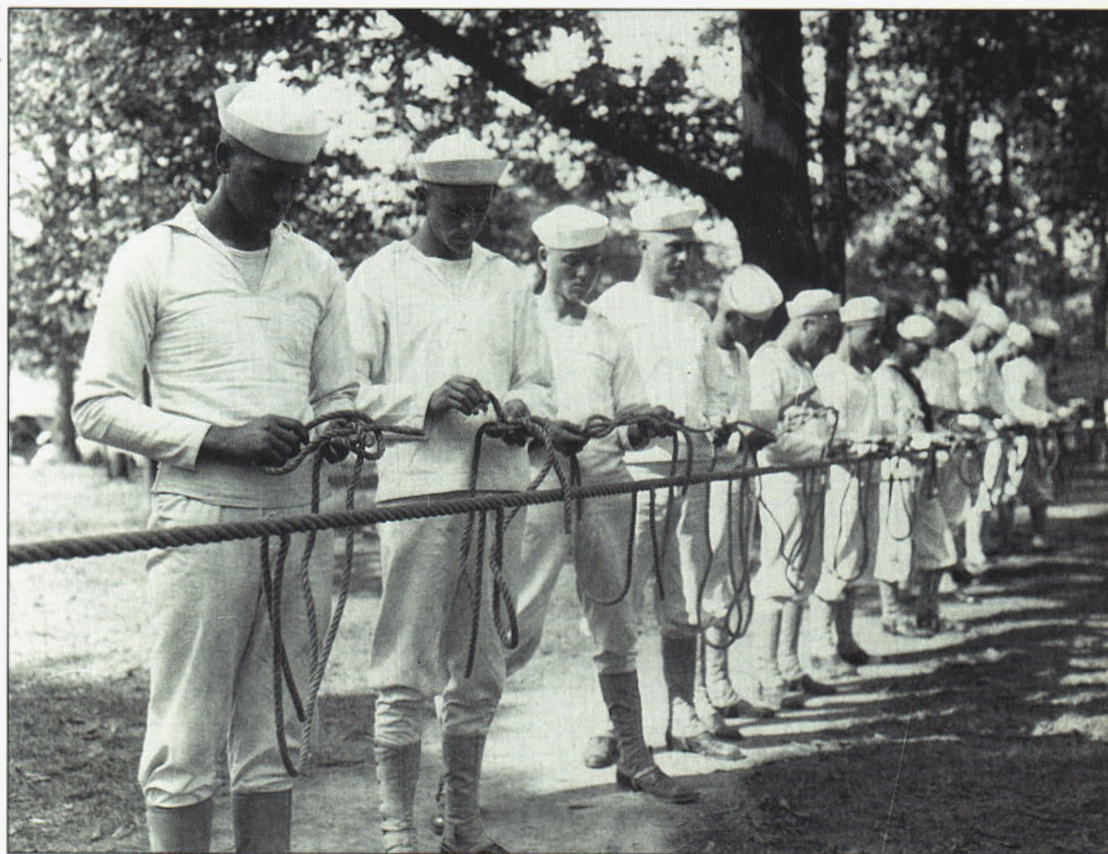
The average day for recruits enlisting in 1911 wasn't much different from recruits in today's boot camps. For example, then a recruit's day started with reveille at 5:45 a.m., and ended with taps at 11:05 p.m. This daily schedule included a "field day" of the barracks, up all hammocks — which was simply storing the ham-



U.S. Navy Photo







**Top:** During World War I, sailors were taught the basics of deck seamanship and knot tying. **Above:** Sailors assemble a Curtiss seaplane at NTC Great Lakes, circa 1918.

mocks for the day — breakfast, colors, sick call, officer's call, quarters for muster, inspection, lunch, drill call, another field day, dinner, down hammocks and muster the anchor watch.

Meals were also similar to those eaten by recruits in today's Navy. All meals were served cafeteria style. A typical menu would include fruit, oatmeal, eggs, bacon, toast and coffee for breakfast; soup, beef, potatoes, beans, beets, pie, bread and butter and coffee for lunch; cold cuts, bread and butter, spaghetti, salad, peaches, cake and tea

for dinner.

"The 20th century is characterized by the fact that women were allowed to enter the military, and that all new enlistees, both men and women, have undergone much of the same routine with regards to training," Harrod said. "Even though the instructions may have varied over the years, the basic procedure for recruit training has not varied."

The development of boot camp from the first decade of the 20th century to the present did not bring about much change in training procedures. However, it did bring about some changes and additions to curriculum. For example, during World Wars I and II, the numbers and sizes of boot camps expanded, and women were allowed to enter the service.

Women have been enlisting in the Navy since 1917. The first, called "Yeomanettes," served in clerical and secretarial capacities and on assembly lines in various production facilities. Training schools had been established at selected duty stations. Training at each station was geared toward the





Left: Aviation motor mechanics receive mathematics instruction at NTC Great Lakes. Below: Training for radio students was held at Great Lakes during World War I.

mission of the station or the type of job the recruit was to perform.

Enlisted women were released from service after World War I and didn't serve again until the next war.

During World War II, the WAVES were established — Women Accepted for Volunteer Emergency Service. WAVES recruits were first interviewed, then received a physical examination, took an oath of allegiance and were sworn in for four years — all in one day. Because there were no berthing or messing facilities available for WAVES recruits, they were provided an allowance to cover such expenses.

The first formal training center for WAVES was established in 1951 at Bainbridge Naval Training Center in Bainbridge, Md. Upon arrival at the center, they completed initial paper work, received a complete medical and dental examination, uniforms, haircuts, an indoctrination and aptitude tests for purposes of classification. The women also received physical and classroom training with variations that were not much different from those of their male counterparts. Recruit training for both men and women was integrated at Recruit Training Command, Orlando, Fla., in 1972.

The question still remains: Has recruit training become easier over the years? The answer is both "yes" and "no."

Yes, because the Navy strove to improve enlisted life in order to encourage men and women to join and re-



main in the service. Toward that end the Navy began supporting athletics programs and sponsoring other recreational activities. The Navy also introduced dishwashers, laundries, lockers, bunks, reading and recreational rooms. It offered better food service and installed improved heating, lighting and ventilation systems aboard ships. In today's Navy, sailors have provisions for their comfort, education and leisure time that was literally unheard of 100 years ago.

The answer is also "no," because for a young recruit coming in, boot camp is a culture shock. The man or woman is introduced to new disciplines, traditions and skills — nothing less than an entire new way of life.

The question about boot camp

being easier or not really isn't important — what is important is how well prepared sailors are to work in an increasingly complex and sophisticated Navy.

"Boot camp has evolved over the years into a system the Navy envisioned some 100 years ago," Harrod concluded. "It attracts bright and intelligent young Americans who come from good homes all over the United States, and it has produced a career enlisted force composed of Americans of 'good character.'" □

*Sterling is a reservist assigned to Office of Information Detachment 1304, Philadelphia.*



## World War II

# Boot camp in Idaho

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*Isolated base trained 300,000 recruits*

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Story by LCDR John Marchi

World War II began in Europe on Sept. 1, 1939, when Adolph Hitler's army invaded Poland. Two days later, Great Britain and New Zealand declared war against Germany. On Sept. 10, they were joined by Canada.

Within a few months Hitler's threat had spread to Norway, Denmark, the Netherlands, Belgium, Luxemburg and France. Benito Mussolini, Italy's dictator, sided with Hitler on June 10, 1940, by declaring war against Great Britain and France. Japan entered the picture by invading French Indochina on Sept. 22, 1940. On June 22, 1941, Hitler invaded Russia.

On the fateful day of Dec. 7, 1941, Japan staged a massive surprise attack on Pearl Harbor and also bombed the Philippines. The United States lost little time in mobilizing to protect its interests, quickly converting its vast peacetime industrial capacity into wartime operations.

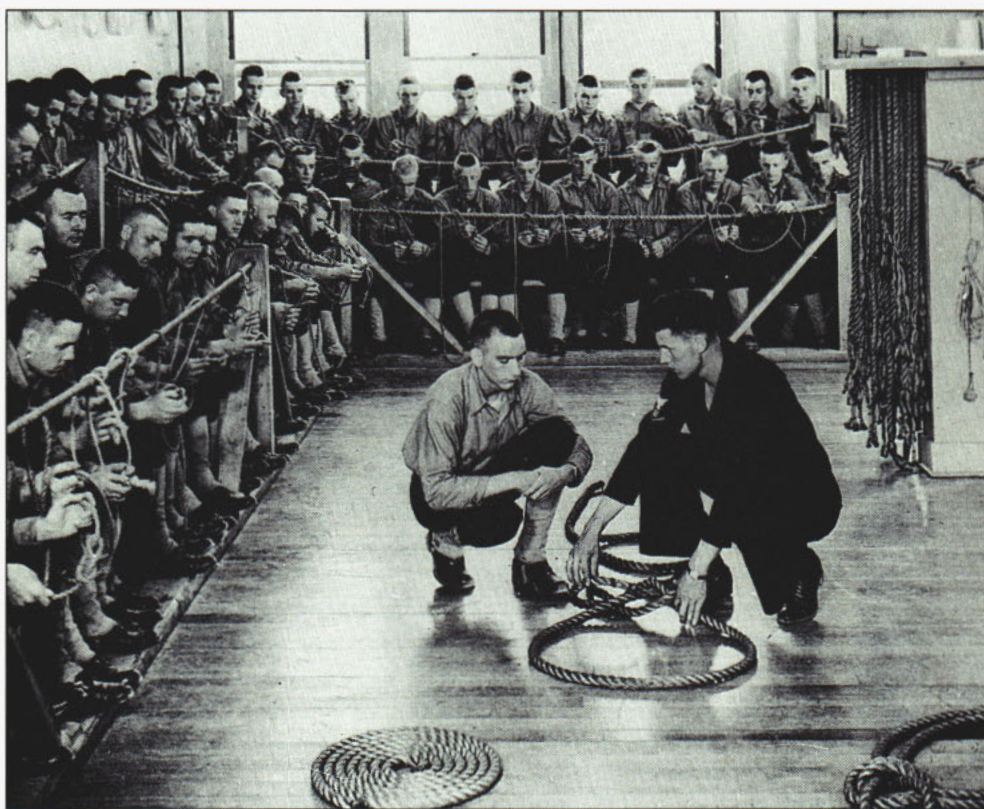
The rapid buildup of the Navy required thousands of recruits — fast — to run the ships being built at a frantic pace. Training of these numbers of sailors could not be accomplished without new facilities.

President Franklin D. Roosevelt was looking for a secure inland area that could be used as a naval training site. His wife, Eleanor, flying from Washington, D.C., to Seattle in the winter of 1941 — 42 saw a strip of land on a huge lake in Northern Idaho. On her return to Washington she recom-

mended the site to her husband.

Selection and construction moved ahead at a pace unheard of today.

At its peak, 55,000 men were trained at Farragut at one time. Before its decommissioning on June 13,



Approved on March 28, 1942, construction began on April 23, and on Aug. 9, 1942, less than six months later, the first "ship's company" staff personnel reported for duty. A month later, on Sept. 15, Naval Training Station, Farragut, Idaho, was commissioned.

Training in World War II was similar to training today, with more emphasis placed on marlinespike seamanship.

1946, more than 300,000 had passed through Farragut to the fleet.

Virtually nothing is left of the training station today. The immense and





Photo courtesy of Museum of Idaho

**Above: Recruits did their own laundry by hand on wash day. Left: Shore patrol checks a recruit's leave/liberty papers and ID.**

picturesque site is an Idaho State Park providing recreation for campers, bicyclists, hikers and a field training site for the Army Reserve. In 1967, Farragut hosted the World Boy Scout Jamboree.

A little more than two miles long and one mile wide, Farragut was divided into six separate camps, each accommodating 5,000 recruits. Each

camp had at least 20 barracks, a mess hall, administration building, drill field, sick bay, recreation facilities and swimming pool. Ability to stay afloat was then, as now, a requirement for sailors.

At its peak of activity Farragut had 776 buildings including seven motion picture theaters, supply depots, a 2,500 seat auditorium, several immense field houses (for drill during the winter months) and a hospital.

Dust was a constant irritant on the hastily built and unpaved drill grinders. There were many cases of pneumonia, scarlet fever, rheumatic fever and flu. Then, as now, a prolonged illness could set a recruit back in training, causing him to rejoin and graduate with a different company than the one in which he started. The pace of training was such that a one month illness in 1945 caused a recruit to be set back 100 companies.

Training was surprisingly similar to today's with more emphasis on marlinespike seamanship, whaleboat training under oars on Lake Pend O'Reille (pronounced Pond-Oh-Ray)

and marksmanship using both 30-06 and .22-caliber weapons. Firefighting, swimming and hours of marching on the grinder were standards.

The mission of the Navy in 1942 was summarized in the welcome aboard pamphlet provided to visitors to Farragut. It said, "We have three things to do immediately: First, catch up to where we should have been; second, hold on to what we have while preparing to advance; and third, advance and keep on advancing."

The words of the Commanding Officer, CAPT I.C. Sowell, included in the welcome book, are still appropriate. "Never forget," he said, "every station, office and activity ashore exists but to serve the Navy afloat, under the seas and in the air." □

*Marchi, now retired, was director, Print Media Division, Navy Internal Relations Activity, Washington, D.C., when this article was submitted.*



# The first recruits

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*Early Navy wasn't easy on new sailors.*

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Story by JOCS Robin Barnette

The U.S. Navy marks its beginning in 1775, 215 years ago this month, by an act of the Continental Congress. Shortly after the Revolutionary War, however, the Navy was disbanded. It wasn't until 1798 that it was re-established because of war with France and attacks on American shipping by pirates in the Mediterranean.

Officers and most seamen were recruited from merchant ships, so most recruits already knew their jobs. Inexperienced recruits would get on-the-job training.

Like recruits in the 1990s, these new sailors could expect to be given a medical exam before being accepted for service. One guide, written by a Navy surgeon, warned against those who would pretend to be healthy. The surgeon also wrote that "landsmen" must be required to wash themselves and to get clean clothing. He added: "...and if necessary, they should be delivered to a boatswain's mate to be scrubbed, the head shaved and a supply of clothing issued from the purser's stores." The boatswain in this case was the first "company commander," trying to get raw recruits started on the right track.

The life of an enlisted person aboard ship has never been easy, but in the early days of the Navy, it could be brutal. James Durand, a seaman, wrote a personal account of his experiences aboard Navy ships *John Adams* and *Constitution*. He first served on private ships from age 15, then shipped aboard *John Adams* in 1804 at 17 years old.

Durand's description of the U.S. Navy has many elements with which sailors today can identify: a promise of

regular pay (\$12 per month), some responsibility over junior personnel, strict discipline, lengthy deployments (two years and longer) and liberty in exotic ports.

However, there were also some distinct differences.

Punishment, for example, was swift and severe. "I have seen a man hauled up and made to receive 18 lashes for a crime no more serious than spitting on the quarterdeck," Durand wrote.

He found himself on the receiving end of such punishment, too, as a new draftee aboard *Constitution*. "The ship was much larger than the one I was accustomed to," he wrote, "therefore I did not know where my station was. LT Blake ordered the boatswain's mate to apply the lash to me. Then, thinking the man did not strike me hard enough ... the lieutenant [flogged me himself] until he was weary."

Although the chain of command was somewhat similar to what a new recruit would find on a ship today — enlisted personnel working for officers — there were clear differences. The captain and his senior officers were grown men, but junior officers, called midshipmen, were mere boys. "I must here ask ... the propriety of making small boys, 10 to 12 years of age, officers and giving them full authority to flog and abuse the men," Durand wrote. "I have known them to give orders that were executed according to their command, but which proved wrong when reviewed by an older officer. Then I have heard the midshipmen deny having given the order in question and the men who obeyed them faithfully were flogged for it."

On reporting aboard *John Adams*, Durand found himself in charge of other men for the first time, an experience similar to a new leading seaman or petty officer in the Navy today. Later on, he was made boatswain over the ship's boys. These were not the midshipmen, but boys who did menial tasks on board. "I do not mention my appointment by way of boasting," he wrote, "because it is the most disagreeable duty that I was ever called upon to perform." His position of authority meant that when a boy was punished, Durand had to do the flogging.

He was no stranger to long deployments — he served two years and nine months aboard *John Adams* and *Constitution* in the Mediterranean. Durand got in some liberty during this time, visiting Egypt, Malta, Sicily and Algeria.

The ship returned to Boston in December 1806, nine months after Durand's enlistment was over. In fact, a good portion of the crew was no longer officially enlisted in the Navy by the time the ship returned to the United States. This was quite common — unless a crewman happened to find a safe ship for passage back, there was no way to return.

You might think that recruiting for this early Navy would be a nightmare — why would anyone volunteer for such a life? Compared to the alternatives, however, life aboard a U.S. Navy ship wasn't so bad. In spite of the hardships, a new recruit then — as now — had opportunities for greater responsibility and to see the world. □

Barnette is editor of All Hands.



## Boot camp

# Smarter, not harder

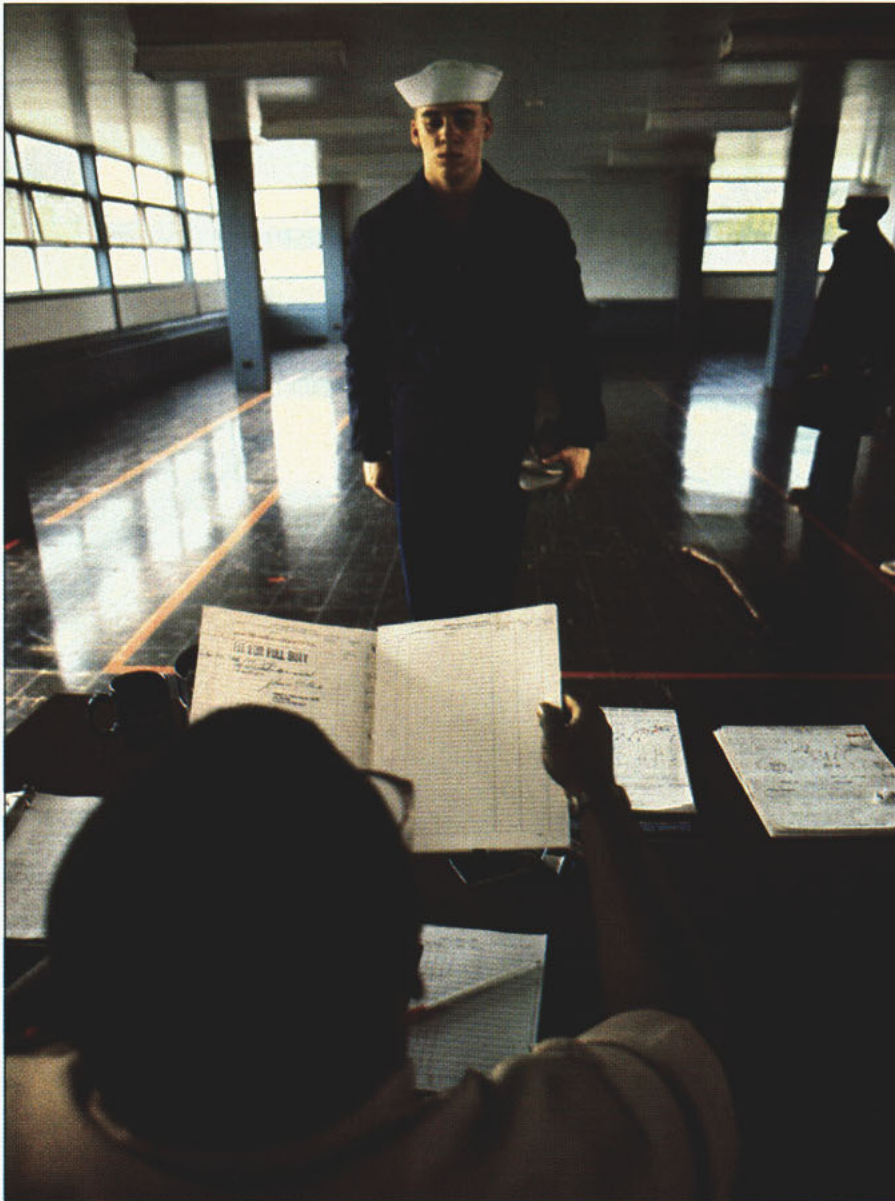


Photo by PH1(Ac) Scott M. Allen

Story by JO1 Lee Bosco

The process of training new people to replace those who retire or leave naval service has been ongoing since the Navy came into existence. In many ways, boot camp has remained the tough and disciplined environment it has always been. But, in recent years the Navy has tried to improve the quality of that training in response to

the needs of recruits and the Navy. In an effort to train "smarter, not harder," boot camp has adopted a few subtle changes. To find out about the state of recruit training there are no better experts than the RTC staff and recruits who live in that environment.

\* \* \*

**"The Navy is just scenes from movies and TV."**

Master Chief Radioman Stephen Danzis is busy. As officer-in-charge of the Recruit Inprocessing Facility at Recruit Training Command, Orlando, Fla., he is the Navy to every one of the sailors who is processed there. He



knows that to many of the kids, the first 48 hours in the Navy form an opinion that lasts. He's busy because creating a positive, lasting impression on 300 recruits a week is more than a full-time job.

In many ways he's the recruiting poster master chief, tough and intimidating. But just as recruits have become more complex in the past 20 years, Danzis is an example of how sophisticated the company commanders have had to become in order to effectively train the Navy's future leaders.

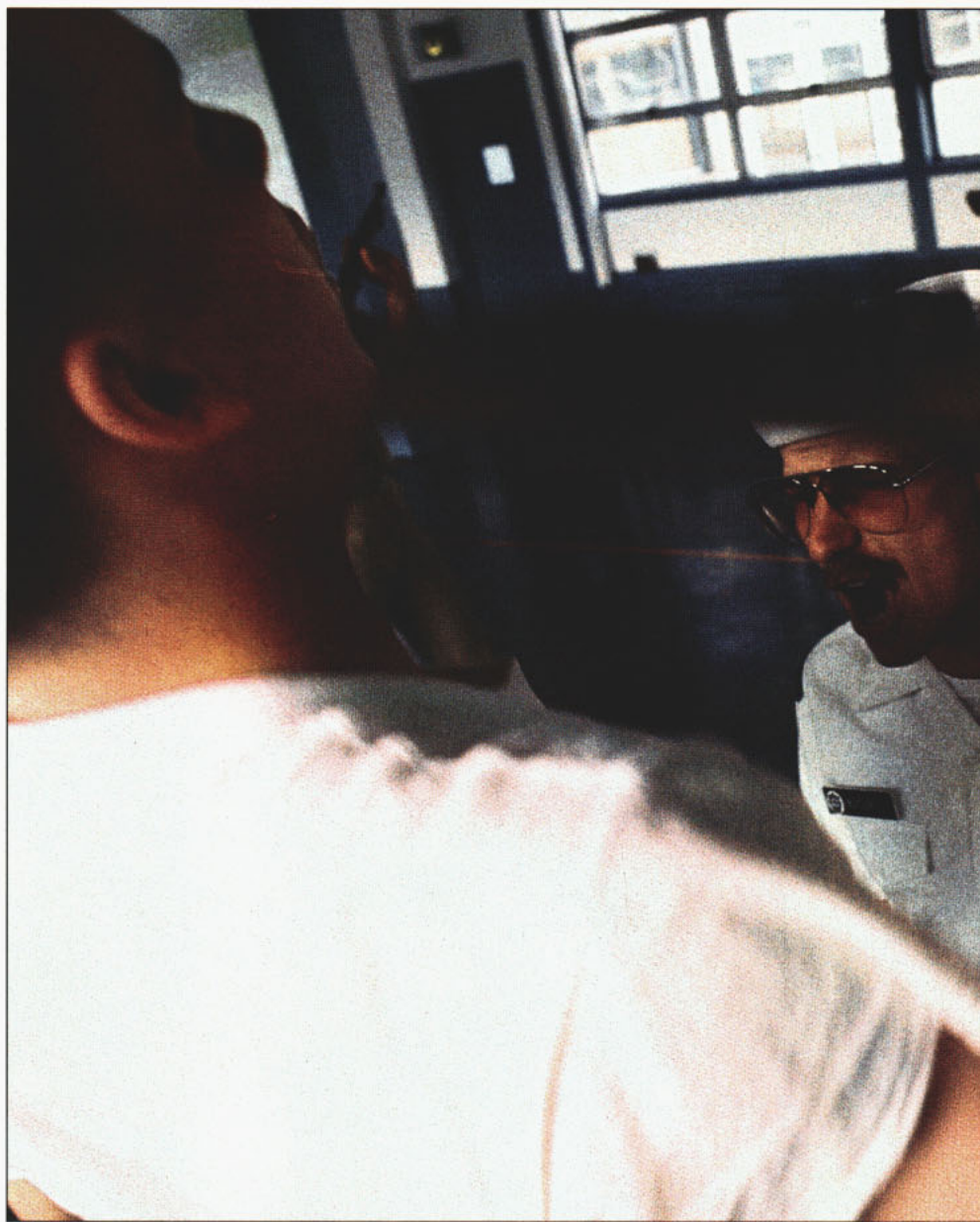
"The image of the company commander cussing and telling recruits that they're worthless dirt bags doesn't apply anymore," says Danzis. "Many of the kids we get today already consider themselves worthless long before they arrive here. The job now is to change their perception of themselves. We're in the business of making them surprise themselves."

Recruit training is the mill that feeds the Navy. Rough-hewn and green, young men arrive at Great Lakes or San Diego, and both men and women come to Orlando, to begin what, to some, will be a lifetime experience and, to many, will be the most formative experience of their lives — boot camp.

For a lot of them, the decision to join the Navy was the first adult choice they've ever made. And once here, away from mom and dad, the reality hits and the size of the commitment they've made seems overwhelming. For some, the first impulse is to cut and run.

"We at Recruit Inprocessing Facility are the first contact many of them have with the real Navy," says Danzis. "What they know about the Navy are just images from movies and TV. Sometimes they find themselves in my office telling me, 'This ain't what I thought it was. I can't make it, I made a mistake.'"

The problem, according to Danzis, is common among many recruits —



low self-esteem. "Someone has repeatedly told a lot of these kids that they'll never amount to anything, so they might as well *join the military*," he says. "It makes our job that much harder. When they think they made a mistake, I tell them, 'I don't know who told you that you can come down here and quit — that's wrong. It's not an option.'"

Danzis explains to troubled recruits that they haven't given themselves or the Navy a chance. "I tell them, 'Come back and see me in three weeks. If you're still this set on leaving, I'll drive you to the airport myself.' I haven't made an airport run yet."

Danzis and his crew at recruit indoc start inprocessing the "newbees" as

soon as they get off the bus. The wide-eyed recruits fill out a seemingly endless number of forms, take breathalyzer tests for alcohol and undergo urinalysis drug testing. But it is important that right from the start the emphasis is placed on defining self-image.

"Right away we start building confidence and teaching discipline. That way when they meet the CC they're not in such a state of shock," Danzis says. "That meeting is the moment that makes them realize they're really in the Navy."

**"You've got to want them to make it."**

"The CO frowns on the flying-gar-

ALL HANDS





Photo by PH1(AC) Scott M. Allen



Photo by JO1 Lee Bosco



Photo by PH1(AC) Scott M. Allen

bage-can wake-up call," says Company Commander Boatswain's Mate 1st Class Russ Treadway who has been at RTC Orlando for two years, "but, I hear that it still happens from time to time.

"Things have changed in the recent past," says Treadway. "They don't get their seabag right away — the first few days are spent in gym clothes. This cuts down on the cost to the Navy, because, in the past, a kid would stencil an entire seabag and then his urine test would come back positive and out he'd go."

A new concept called "moment of truth" is a good example of the Navy's recruit training motto; "smarter, not harder," in which recruits can admit to

anything that may later come to light and interrupt training. Moment of truth is an indoctrination class that each recruit company undergoes on their first full day at RTC.

"It is the last chance for them to come clean about past drug use, outstanding warrants, financial judgments and even unresolved traffic tickets," Treadway says. "They're told that if they have lied to the recruiters about anything in their past, now is the time to 'fess up cause the lie will be found out at RTC. We lose some right then and there, before we spend another penny training them."

**Above left: Sometimes CCs have to get a little closer in order to be heard and understood. Top: Recruits line up heel to toe in the old drill of "hurry up and wait." Above: An in-house watchstander pays attention to what the division officer says to the company, but remains alert at his post.**

The motto "smarter, not harder" is applied throughout the eight weeks of training. The initial indoctrination period, called "P week," has been lengthened to assist the RTC staff in the weeding out of possible undesirable recruits and to make sure that testing and paperwork is in order. The



**Recruits do everything together: from water survival training and marching in step, to fighting fires and learning to live in cramped quarters.**

goal is to make sure training time isn't wasted later in the eight-week cycle.

"That process was changed because it saves money not to recycle them later in training. We keep them in sweats and shorts till we're sure they're not gonna get thrown out immediately."

During the weeks to come the CCs will build a relationship with the company. Often that relationship becomes the recruit's primary motivation.

"They want to please the CC," says Treadway. "We have to be supportive. They've got to know that we're here to help them change and adapt to a new way of life, not as a bunch of individuals but as a team. And they have to feel that it's not impossible, that they can do it. To do this job, you have to *want* them to make it."

**"Just a few weeks left and I don't know if I'm gonna graduate."**

Seaman Recruit Debbie Rawlings of Company K074 is nervous. With five weeks left in boot camp she doesn't want to say anything that may interfere with her training. "What do I think of boot camp?" she repeats.

Once she's been assured that she can speak freely, she relaxes and lets it all come out.

"For a while I really hated it," she says, in a small voice, eyes down, staring at the desktop in the company commander's office. "But I've given it all I've got and I'm halfway through."

"I mean, I used to hate being told what to do, when to do it," she raises her head and continues with a growing look of determination. "But I've gotten used to it. I want to do well. I want to make it, not only for me but for the rest of the women in the company. We are a family and we have to pull together if



everybody is gonna get out to the real Navy."

She is excused, but before she leaves she gives her impression of what she expects the *real* Navy to be. "I think the Navy will be a very exciting and nervous experience," she says.

Soon, three strong knocks resound in the small office. Permission to enter granted, a young male recruit strides into the room and snaps to attention in front of the CC's desk.

Seaman Apprentice Robert Rozzi graduated, along with his company, this morning. He's confident and doesn't want to talk about the insecurity of the past eight weeks.

"No, it wasn't a scary experience," he says. "I guess there were times that I was worried — in fact, I remember thinking, 'I've only got a few weeks left and I don't know, for sure, that I'll graduate.' But, I made it."

As he turns on his heel to leave, he is the picture of confidence. He stops and turns back. It could be the light, but his face no longer registers that same assurance as he says, "I've got a question for you — what's the fleet *really* like?"

**"It's up to them. Here and in the fleet it's always up to them."**

Chief Boatswain's Mate Pat Case is between companies. CCs don't nor-



mally push one company after another due to "CC burnout."

"Ask any CC — the job can be an emotional roller coaster," he says. "You live with this bunch that couldn't walk straight when you met them, and by the time they leave they're working as a team. During that time there are lots of ups and downs for the company and the CC."

Case is in charge of the recruit drill team during "down time" while wait-





Photo by JO1 Lee Bosco



Photo by JO1 Lee Bosco

ing to pick up his next company.

"I'm still involved with recruits, but not on such an intense level," he says.

If there is a secret to being a good CC, Case doesn't know it. "The only advice I got or give is 'be yourself.' The company takes on your personality, so you've got to be honest with them. If you're not, you'll send 80 phonies out to the fleet."

The fleet — most of the CCs will soon return to sea. That fact affects

how they train the recruits.

"Now I've been on both sides," says Case. "When I was running a division at sea and I'd get a new seaman recruit, after I watched him for a while I'd come to one of two conclusions. One — 'this guy's pretty good, knows his stuff. They must be teaching them right at boot camp.' Or, two — 'this kid's all [fouled] up. What the hell are they teaching these kids at boot camp?'"

"I make sure the people I send to the

fleet are in that first category."

After graduation, the CCs don't have much contact with the recruits. There's not much time for congratulations and long goodbyes. "But, before they go, I do tell them one thing," says Case. "I get them together and tell them that they did a good job. They became a team."

"I say, 'What happens in the fleet is just like boot camp — it's up to you. You make the decisions that make you good sailors or bad.'"

"Here — in the fleet — or even in the civilian world — it's always up to them," he says. "If they learn that along with the basic sailing, *then* I'm proud."

The graduating companies don't know if they've been trained 'smarter, not harder' than the men and women who have gone ahead of them. They only hope they will remember what they learned and put that education to use in the real Navy.

As the company of fresh graduates gets on the bus that will take them to another beginning, life in the fleet, a company of long-haired new recruits struggles to march toward the barber shop where the hair-covered deck will signal the start of another eight-week learning cycle. □

*Bosco is assistant editor of All Hands.*



Fashionable footwear has become a common sight at boot camp. The physical training has made sneakers a necessity.







Photo by PH1(A/C) Scott M. Allen

# Fit for the fleet

*Strong Navy needs strong sailors.*



Photo by PH1(A/C) Scott M. Allen

Story by CWO2 Gary L. Martin

Navy recruit training is entering a new era. Physical conditioning has always been a cornerstone of the basic training concept, but that concept is being revised.

CAPT Robert McClendon, commanding officer Naval Training Center, San Diego, explained the Navy's current philosophy with an old adage, "We are now working smarter, not physically harder, in preparing our recruits to take their places in the fleet."

"Boot camp may appear easier at first glance," he said. The "cherished" M-1 rifles are gone, and during the first few weeks of training, tennis shoes have replaced the "boondockers." Also, the Hollywood drill sergeant image for company commanders is history, along with the old philosophy "you must break a man down to build him up."

The Navy's posture is now one of motivation, and "remediation" when necessary, according to Senior Chief Torpedoman's Mate Tim Tooker, division officer for Water Survival and Physical Training at Recruit Training Command, San Diego. He said the Navy has a lot of billets to fill and can't afford to drop people who have the potential to succeed. Separating a recruit from active duty is done only after all efforts to resolve an issue have failed.

"Most of the people we are getting can be trained to the point of achieving at least a satisfactory mark on their physical readiness test," said Tooker. "Those who don't meet the basic physical standards will continue through boot camp with their companies. At the end of training, the few who still can't meet all minimum requirements will go into special extended programs." Minimum requirements for swimming and other fitness requirements are spelled out in OpNav Instruction 6110.1D.

After three weeks of swimming instruction, sailors who still can't pass the basic swimming requirement receive permanent orders to a shore command. Identified as non-swimmers, they are not permitted to attend Navy schools or go up for advancement until they pass the test.



Recruits who cannot meet the body fat or PRT requirements fall into another category.

"Those who have a problem with physical conditioning [other than swimming] are placed in a two-week, highly concentrated program," said Tooker. "After their companies graduate, they come here to the physical training center every day for five to six hours. They go through a specially designed and monitored program, tailored to their needs.

"If someone still can't make it after all that extra help, that recruit is sent back to medical for re-evaluation and then most likely is separated," he continued. "At that point the person either doesn't care or has a serious medical or emotional problem."

Recruit Brian Jefferson, 23, came into the Navy a non-swimmer. In his fifth week of training, he was glad to announce his success.

"Instructors are always very positive — they try to build our confidence," said Jefferson. "They show us how to breathe in the water and how to use different strokes. All the while they tell us, 'You can do it, you can do it, just keep trying.'"

Jefferson admits the prime motivator for him was the prospect of having to remain at RTC after his company graduated. "All I could think of was my girlfriend," he said. "I didn't want to have to be stuck here after my company left."

Master Chief Boiler Technician Charles Lee Jr. has followed the trends since he was a recruit at RTC San Diego in 1971. He has served as a company commander twice, the first time from 1977-1981. He has led 10 recruit companies during his two tours. Lee is currently the leading chief for the Military Training Department.

One change Lee has noticed is the increased concern for recruits' safety and well being. Today, all instructors are trained in CPR, and there are specific guidelines for discipline and extra physical training.

More emphasis is also placed on leadership training prior to getting a company. Instructors must attend and pass a six-week company commander course to teach an eight-week recruit training course, Lee said with a smile.

Company commanders must also be in excellent physical condition to lead their companies. Besides regularly

scheduled sessions of PT, recruits march between five and seven miles a day just getting around the base, and CCs have to keep up.

CAPT McClendon noted that more attention is also given to small details that are paying off in big dividends. Wearing soft-soled shoes in the first weeks of training is one example. In recent years, more and more recruits were developing problems with their feet and legs. Putting recruits in boondockers immediately when they arrived at boot camp seemed to cause the difficulties.

The solution was to get recruits used to hard-leather shoes gradually. Since June 1989, they have been eased into wearing hard shoes during their fifth week of training. They also wear hard-toe shoes during all evolutions requiring safety shoes. According to McClendon, each of the three RTCs are reporting good results from this policy.

"We're having noticeably fewer foot-related injuries," he said. "That means fewer days lost for the recruits, which means less time wasted, which means more money saved and better morale for both the recruits and staff."

Concepts and footwear are not the only things that have varied over the years. There have been changes in the personnel entering the Navy, according to Lee.

"Recruits today are more enlightened individuals," he said. "Through TV, radio and newsprint, they are made aware of more worldly things than when I came into the Navy. On

the other hand, many of them are ignorant in other areas, like the idea of discipline. You can ask a hundred recruits what it means to them and you'll get a hundred different answers."

Lee also said that old-fashioned leadership techniques, such as standing toe-to-toe with a recruit and screaming into his eyeballs, does not work. Recruits will just tune out. Success today requires leadership skills that can motivate and inspire.

"They will ultimately turn out the way they want," said Lee. "If a recruit wants to be a marginal performer, all we can do is provide the guidance and show him the alternative. That is why motivational leadership succeeds."

The master chief did say that to a limited degree, and under very close supervision, physical training is still used



Photo by PHT Richard Ortiz

**If recruits can't swim, the first step of training is to learn how to float.**





as a motivating force and for disciplinary problems. He added that company commander counseling sessions and division officer's mast are also effective tools for motivation.

During sessions of intensive training, affectionately called "marching parties," recruits are placed in a closely monitored exercise group, resembling an aerobics class. Participants are then assigned a set pattern of calisthenics.

According to Tooker, marching parties are much different from the way he was disciplined in boot camp at Great Lakes in 1968.

"I did push-ups on my knuckles while holding my rifle. We were forced to do them until our arms gave out," he recalled, "and if the rifle touched the ground, we had to do more."

According to McClendon, the general physical condition of personnel entering the Navy can vary from couch potatoes to super athletes. The RTC conditioning programs must take that into consideration.

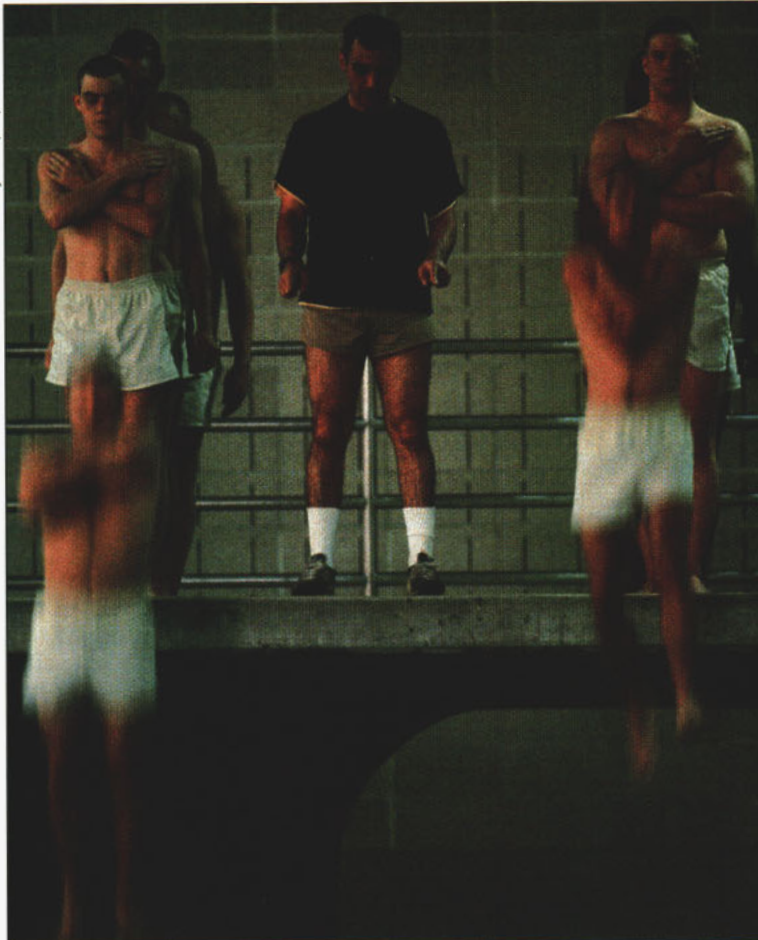
"Our programs now are smarter because we start the recruits off on a path that isn't too hard and demoralizing," he said. "We try to build confidence and cut the injuries. We don't want turned ankles, over-stressed joints or broken bones.

"We work hard to develop confidence in the recruits," he continued. "This is done in two ways. First, company commanders don't do things that might be interpreted as humiliating. Now, put that together with a slow, but steady PT workup, and the recruit has the opportunity to see prog-



**Top:** Under the watchful eye of their company commander, recruits are whipped into shape. **Above:** Women recruits prepare to take their swimming test.





**Top left: Pre-dawn physical training occurs nearly every day in Orlando. Above: To pass the swim test at Great Lakes, recruits start by "abandoning ship."**

ress. That is better than hitting him with something difficult and destroying confidence right off the bat."

There is more to physical conditioning, however, than walking five miles a day and exercising. Although not as obvious at first glance, nutrition is another area in which the Navy places a lot of emphasis, according to LCDR Jon Leon, NTC's food services officer, responsible for some 7 million quality meals a year.

"The menu is basically no different for recruits and non-recruits," said Leon. "The only thing we change is the number of entrees and choices of vegetables we provide the recruits."

"We offer them two selections of each, instead of the three choices we give non-recruits," he said. "That is done because the recruits don't have as much time to make a decision. We have to serve at least 12 recruits a minute — if not, we can't get them all fed in time to keep up their training schedule."

He went on to say that some recruits have a difficult time making up their minds, because at home a plate would be placed in front of them with dinner, ready to go.

The recipes used at the three galleys at NTC are standard military recipes. Although the commanding officer is responsible for the daily menus, a board of two officers and a group of senior enlisted personnel actually make up the menu. Prior to it being sent to the Navy Food Systems officer in Washington, D.C., to be reviewed by the dietician there, it is reviewed by the dietician at Naval Hospital San Diego.

"One factor does figure in our decision on menus," said Leon. "Since 95 percent of our patrons are between the ages of 17 and 22, we try to make our meals attractive to them, while providing good variety and well-balanced meals."

According to Leon, over the past five years the military, as a whole, has changed its style of cooking. For example there is less salt used in the recipes and far fewer deep-fried meals are served.

"We are preparing baked chicken and fish instead of frying them," said Leon. "We are also providing other types of fowl, instead of only chicken. Sometimes as an alternative, we'll make cornish game hen or duck."

One ongoing challenge for Leon is trying to alter the eating habits of some of the recruits. Many of the young people coming into the Navy grew up on a diet of meat, gravy and potatoes. In support of his goal, the galleys ensure that there is always a good selection of vegetables, and plenty of fresh, seasonal fruit available.

Both the skipper and Leon feel good about the meals being produced in the galleys. Apparently, they are not alone because in 1989 NTC was runner-up for the Navy Food Services award in the Large Ashore Command category, and now holds the top honor in the 1990 competition.

To have the strongest Navy in the world requires the strongest sailors in the world. To fill the upcoming needs, the Navy will have to continue to work smarter and smarter.

Tooker, from his perspective as a division officer, summed up the prevailing attitude at RTC. "You need both a strong body and a strong mind to handle the pressures of sea duty," he said. "That's really what we're all about, and it starts here at RTC — in this building — right here at this desk." □

*Martin is assigned to Public Affairs Office, Naval Air Station North Island, Calif.*



# Recruit education

## *Learning the Navy way*

Story by JO2 Andrew I. Karalis, photos by PH1(AC) Scott M. Allen

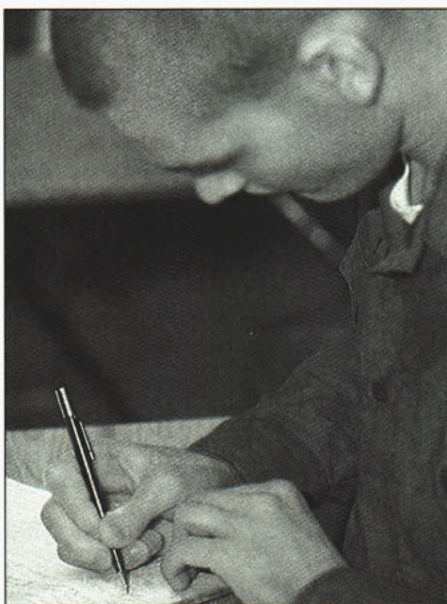
The basic principles of educating recruits to be sailors in boot camp hasn't really changed since the first recruit, Joseph W. Gregg, went to Great Lakes, Ill., in July 1911. They still mold civilians into good sailors by having them learn three important facets of the Navy as they transition into military life.

"The three things we still stress here, and probably always will, are attention to detail, self discipline and teamwork," said Master Chief Avionics Technician Jack G. Stiteley, the firefighting division officer at Recruit Training Command Great Lakes, Ill.

Stiteley has served 20 years in the fleet and became a company commander prior to assuming his current post. He holds a collective family memory of the Great Lakes institution that spans four wars. Stiteley is the fifth member of his family to graduate from Great Lakes boot camp since 1917. His grandfather, great uncle, father and a cousin all went to boot camp there.

"There's really not a lot of difference now to then," he said, looking back on his family's experiences. "We still teach [recruits] the basics of being sailors."

Military discipline and teamwork are taught to the recruits every day in boot camp. They practice attention to detail in everything, whether it's knot tying, folding clothes or marching — just like thousands of recruits have done before them.



**Recruits take four academic tests in boot camp. These tests, as well as others in such areas as swimming, reading and physical fitness, contribute to increased stress levels for recruits during their eight-week boot camp stay.**

Boot camp's first formal classroom instruction begins on the second day of training. A recruit company starts by learning about naval history and traditions, and then moves on into the present, ending with a discussion about the Navy's mission. In the first week, recruits also learn about authority and responsibility, enlisted rate and officer rank recognition, customs and courtesies, personal financial management, leadership concepts and shipboard organizational structure. Then they

take their first academic test.

By the time the third academic test is held in the sixth week of training, recruits have learned how to classify fires and use damage control devices, as well as learn about topics such as first aid, safety equipment, basic deck seamanship, survival at sea and how to maintain their health. By this time, things like marching, folding clothes and working as a team are already second nature for most recruits in the company.

Recruits hold "night study" hours before taps every night, working in small groups on any problem areas or studying individually. Sometimes the company studies as a group under the direction of the recruit education petty officer.

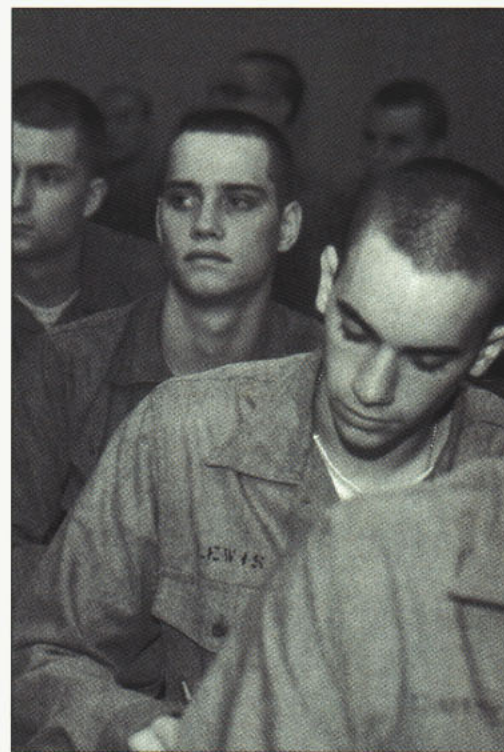
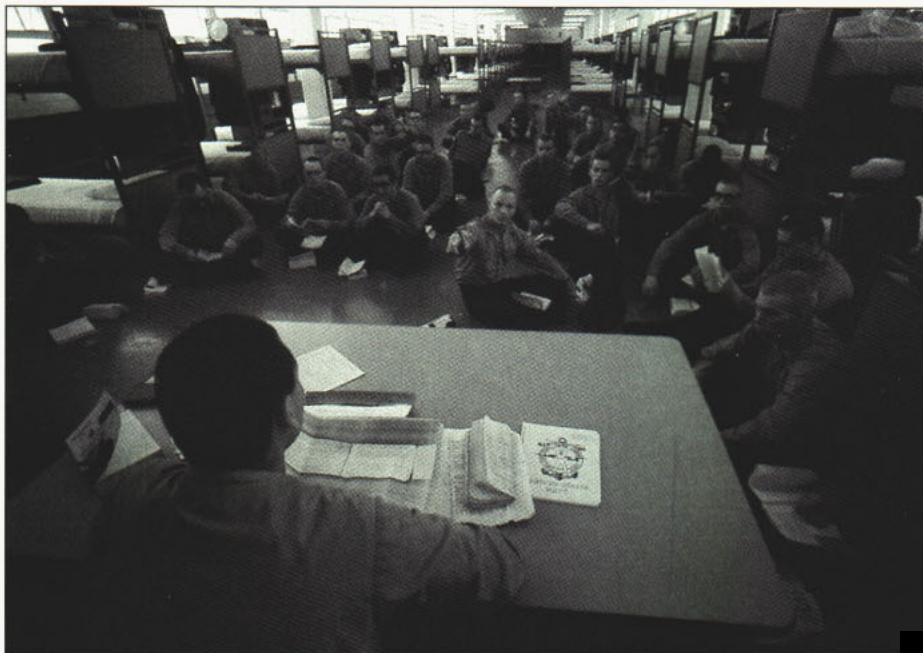
"In the 79 years this base has been training recruits, I would like to think we have learned something," said CDR Walter L. "Scotty" Ross Jr., RTC's executive officer. "We demand a lot of things of the recruits. We demand that they learn to wear the uniform correctly. We demand that they be able to make a rack in a certain period of time and that they keep their clothes folded and stowed in a certain way."

"Will they do that in the fleet?" the XO asked. "Probably not. But they are learning attention to detail. They are learning a lot about responding to direction. And when you're teaching somebody who hasn't done that before, it has to be simple."



# Recruit education

**Below: The recruit education petty officer leads an in-house study session in preparation for a test. Right: Classroom instruction plays an important role in each recruit's life.**



year-old," Stiteley explained, "a one week set back in boot camp is like a life sentence to a hardened criminal. It's forever!"

Recruits who are held back due to academic deficiencies — test failure in boot camp or less than 42 in the verbal expression section of the Armed Services Vocational Aptitude Battery test taken before coming to boot camp — are referred to the Fundamental Applied Skills Training Division at RTC before continuing their basic military training.

"We give them a diagnostic test that measures weaknesses in language skills," said Chief Yeoman Cynthia A. Flores, FAST's division officer. "We use that to determine what classes they need. Perhaps they need to work on their reading comprehension, basic study skills, vocabulary, phonics or any combination of these things."

"Some of the students here need help with the basics of English," Flores continued, "because English is a second language for them. We get recruits from all over the world — the Philippines, Vietnam, Pakistan, Sri Lanka

"If they don't do it, they are held responsible for it," Ross continued. "The company commander yells at them, cycles them, makes them do push-ups. There is a direct correlation between screwing up and paying for it. And they all know that."

In the fleet, a screw up can take someone's life or destroy expensive equipment. That's why learning responsibility early is so important. These lessons are stressful for those new to the Navy.

AVCM Stiteley said the toughest part of boot camp for recruits today is the physical conditioning they undergo and the anxiety they experience built up by stress. "Academics also contributes to their emotional anxiety," he said. "The easiest part is falling asleep at night."

As a company, recruits are tested academically four times. However,

many said they feel tested every day as individuals. "Each day brings me another day closer to seeing my girlfriend and my parents," said Seaman Recruit Brad Hicks, in his fifth week of training. "If I didn't have her to look forward to I don't know how I would survive."

Another recruit sits in the corner of the compartment studying by himself. He says his company is testing tomorrow and admits that he has difficulty remembering the different classifications of fires, "especially if a Class 'Charlie' fire is fuel or electrical."

"We all went through the homesickness, but these guys are terribly anxious about their next test," Stiteley said. "They know that their success [in boot camp] depends on whether or not they pass the next test."

If recruits fail an academic test they may be set back in training. "To an 18-





and South America."

Seaman Recruit Antonio Morales aspires to become an electrician's mate in the Navy. This 19-year-old came to the United States from Havana, Cuba, in 1983 with his mother. He decided to join the Navy once he was old enough. Upon arrival at Great Lakes, he was told he had to go into the FAST program, and like others before him, he was upset.

"I was scared. I was confused and I felt bad — very, very bad, because I would have to spend more time here," Morales said smiling enthusiastically. "But I'm learning a lot now — oh, a lot!" Morales, the recruit chief petty officer in charge of the FAST recruits, was in his last week of the program.

SR David R. Laney, an 18-year-old from Broken Arrow, Okla., quit school in the ninth grade and started roofing full time. By May 1990, Laney decided to get what he called "a real job" by enlisting in the Navy. He wants to become an engineman once he finishes boot camp and "A" school.

"When I first got here I was all depressed," Laney said. "I thought, 'Hey,

**Men and women recruits in Orlando attend classroom study sessions and take tests together with their respective "brother" and "sister" companies.**

my recruiter didn't tell me anything about this.' I wanted to quit and let someone else have it. But then, after being in FAST for two weeks, instead of always thinking about the negative side of things, I started thinking of all the positive things — I'm getting paid, I'm learning and I'll get paid more after I finish this course, boot camp, 'A' school and advance!" Laney just finished taking his final study skills test and hoped he would join a regular rifle company after lunch. (He did.)

Is the Navy helping recruits *too much* with the application of special programs like FAST?

Chief of Naval Personnel VADM Mike Boorda answers that question by saying, "Through this decade we're not going to have as many youngsters to recruit. Just from the law of supply and demand, it makes sense to help everyone to succeed that you can."



**In eight short weeks, a recruit headed for the fleet departs boot camp with the basic knowledge necessary to succeed in the Navy way of doing things.**

An explanation of boot camp's educational process — and its purpose — is written on a Great Lakes drill hall bulkhead. It is taken to heart by many who pass through the gates on their way to the fleet. It reads:

"The true meaning of discipline is not punishment, but that development of self-control and teamwork which enables men to strive for perfection and accomplish greatness." □

*Karalis is a writer for All Hands*



# Fear and loathing in Orlando

*This ain't the Peace Corps, son!*

Story by JO1 Lee Bosco

It would be nice to say that I think about him every day and that I'll always remember my company commander. Truth is, I haven't thought of him in years and it's only going back to Recruit Training Center Orlando, Fla., after 17 years to do a story on boot camp that brought him back to mind. I do know I've utilized things I learned from him every day since then.

But, always remember him? It's safer to say I'll never forget him.

\* \* \*

Day 1 around 4:00 in the morning.  
*What the hell was that! It sounds like the gods taking jumpshots with a garbage can. Whatever it is, don't do it again.*

GET UP. GET UP NOW. I AM NOT YOUR MOMMY OR YOUR DADDY, BUT I AM THE MOST IMPORTANT PERSON IN YOUR WORLD. I AM HERE TO MAKE A LASTING IMPRESSION ON YOUR YOUNG MINDS. IF YOU'RE REAL LUCKY, YOU'LL GET TO SEE A LOT OF ME IN THE NEXT EIGHT WEEKS. IF NOT, YOU'LL BE BACK ON THE STREETS LIVING YOUR LOSER'S LIFE.

*Oh no, can this really be happening? What time is it? Who is this guy?*

OUT OF THOSE RACKS AND ON

THE LINE. MOVE. DO IT NOW. IT'S ZERO FOUR HUNDRED. WE'RE ALREADY LATE AND THE SKIPPER SAYS I GOTTA GET YOU FED. HEY YOU. DON'T LOOK AROUND. AH'M TALKIN TO YOU. SON YOU OWE ME.

*I owe him? Owe him what? Zero four hundred — is that 4 a.m.?*

BOY YOU'RE GONNA HAVE TO MOVE FASTER THAN THAT. BELIEVE ME, YOU'RE IN FOR A WORLD OF PAIN.

*I know. Could I have died in my sleep and gone to hell?*

I AM CHIEF BUILDER HINES. I'M YOUR COMPANY COMMANDER. IT'S MY JOB TO TURN YOU INTO SAILORS. IF THAT DON'T HAPPEN, IT'S MY JOB TO MAKE YOUR LIFE HELL ON EARTH. YOU MAY NOT THINK SO NOW, BUT YOU CAN DO THIS. NOW WE ARE GOING TO THE GALLEY WHERE I WILL TEACH YOU TO EAT. MOVE OUT ... AND REMEMBER, EVERYTHING THAT HAPPENS TO YOU FROM NOW ON IS YOUR OWN DAMN FAULT.

\* \* \*

Here I was introduced to the second most influential man I've ever met. Aside from my father, no one person

has made quite the impression as BUC Robert Hines. Not before, not since.

In fact, as I toed the line that morning 17 years ago, the impression was not a very favorable one. I thought that there were at least two crazy people in the room — the man yelling at me was definitely a world-class overreacter, which may be a sign of the onset of creeping mental illness. The other crazy person in the indoc barracks that morning was me. I knew, at that moment, that only a crazy person would voluntarily join the Navy and subject himself to the treatment that I was receiving.

Over the next few days, I found out that when it came down to it, I knew nothing at all. Everything I thought I'd learned in my pre-boot camp life was wrong.

For instance, it had never dawned on me that a Navy work shirt — brand new, just out of the package — was anything but clean. Wrong.

\* \* \*

Day 2 noon.

THAT UNIFORM IS NOT CLEAN. IT CANNOT BE WORN UNTIL IT HAS BEEN WASHED. THEN IT WILL BE CLEAN.

Clean? It's brand new, how is it not clean?



\* \* \*

I had never given much thought to shoelaces, but to Hines shoelaces were a great tool to measure the value of another human being.

\* \* \*

Day 3, 3:30 p.m.

HOW ON EARTH DO YOU EXPECT THE NAVY TO TRUST YOU WITH VALUABLE EQUIPMENT IF YOU CAN'T EVEN FOLLOW INSTRUCTIONS TO LACE A PAIR OF BOONDOCKERS CORRECTLY. HOW SOME OF YOU EVEN MADE IT OFF THE BUS WITHOUT GETTING LOST IS A MYSTERY TO ME. C'MON YOU CAN DO THIS.

*The only "valuable equipment" I've been trusted with is a swab and a bucket. Swab? Since when have I called a mop by that name?*

\* \* \*

Slowly over the course of the next few weeks my vocabulary changed. A drinking fountain became a "scuttlebutt." That was no gun I was hefting around, it was a "piece." Floor? That's the deck, recruit. And remember, we have no walls here — only bulkheads. I didn't realize it at the time, but more than just my vocabulary was changing.

\* \* \*

Day 28 1600

THAT WAS THE WORST. THIS COMPANY HAS BEEN AT IT LONG ENOUGH TO GET THE DRILL CORRECTLY. YOU'LL BE ON THE GRINDER BRIGHT AND EARLY TOMORROW AND THERE'S NO SECOND CHANCE. YOU GET IT RIGHT THE FIRST TIME OR TAKE THE HITS. I KNOW YOU'LL DO WELL. YOU KNOW YOU'LL DO WELL. YOU CAN DO THIS. JUST GO OUT AND MAKE IT HAPPEN. DON'T FREEZE UP. YOU'RE NO GOOD TO YOUR SHIPMATES IF YOU FREEZE UP.

*He's right. Everyone was out of step. We looked like a bunch of new recruits*



U.S. Navy photo

**He looks like a mere mortal, but for eight weeks in 1973 he taught the "Navy gospel" according to Hines.**

*just off the bus. We'll nail that drill tomorrow. We'd better, I hate to think about the consequences if we don't ....*

\* \* \*

Marching, running, studying, cleaning, folding, unfolding, folding again — life settled into a routine and I felt more confident as each day passed. More than halfway through training, the CC spent less and less time with the company. We no longer needed constant instruction. We began to operate as a team and it was a matter of pride that we could get ourselves to the schoolhouse or galley without incident. We'd been doing this for four weeks. It wasn't like we were civilians anymore.

\* \* \*

DAY 55 2330

Can't sleep. Is this what the CC calls "channel fever?" The nearer we get to tomorrow's graduation the less we see of him. I guess that means we're doing OK. Just one more night here....

\* \* \*

Day 56 1100

WELL, THE EASY PART IS OVER. YOU GUYS WILL MARCH ACROSS THAT PARADE FIELD AND THAT'S THE LAST I'LL SEE OF YOU. LOOK AROUND YOU, TAKE NOTE OF THE FACES YOU DON'T SEE HERE. THOSE ARE THE ONES WHO DIDN'T BELIEVE ME. I TOLD

YOU THAT YOU COULD DO THIS. I TOLD YOU THIS TRAINING WASN'T HARD. THE ONES MISSING DIDN'T BELIEVE ME AND THEY DIDN'T BELIEVE IN THEMSELVES.

YOU LEARNED A LOT IN THE PAST EIGHT WEEKS ABOUT BEING A SAILOR, BUT WHEN IT COMES TO WORKING TOGETHER, DID YOU REALLY LEARN ANYTHING THAT YOU DIDN'T ALREADY KNOW? THE TEAMWORK YOU'VE SHOWN ME WASN'T TAUGHT — IT WAS IN YOU. I JUST MADE YOU BRING IT TO THE SURFACE.

SO, WHEN YOU'RE OUT IN THE FLEET AND PULL THE MIDWATCH AFTER ONE HELACIOUS DAY OF TURNIN' AND BURNIN' REMEMBER — IT'S NOT SO TOUGH — YOU CAN DO THIS.

\* \* \*

It's been 17 years since last I saw BUC Hines. His photo is in that yearbook our company got after graduation. I still have the book, though I never look at it. I've got a good memory, and while I wouldn't recognize my best friend from Company 063 if he bought me a beer in Mombassa, I clearly remember Hines' face screaming at me for some now-forgotten offense. I would say that is a lasting impression.

The temptation to look back and say Hines recited the standard boot camp line is strong. Of course "WE CAN DO THIS." Boot camp is like the high dive at the pool. The younger and closer you are the bigger it seems. A little age and distance does a lot to put boot camp into perspective.

The same is true of Hines. He wasn't "super sailor." He was just a sailor doing his job, like what the rest of us have become.

But the guy was right. □

*Bosco is assistant editor of All Hands.*



# Everyone wins

*Sailors volunteer  
for a special cause.*

Photos by PH2 Dolores Parlato Anglin



Above: Machinist's Mate 2nd Class James Robinson heads up the Brook Drive Group Home in opening ceremonies. Fifty-four active duty sailors from Naval Education Training Center Newport, R.I., and other local commands, volunteered to participate in the three-day 22nd Annual Special Olympic Games held last summer. Top right: The color guard, provided by the NETC, rendered honors during opening ceremonies. Right: Yeoman Seaman Lou Longo congratulates a contestant at the finish line for completing the 10-meter wheelchair race.







"Come on! Come on! You can do it!" yells Gunner's Mate (Guns) 1st Class Clifton Link, who is stationed on board USS *Capodanno* (FF 1093), homeported in Newport, as contestants approach the finish line. Awards were given at the end of each heat with everyone coming out a winner. A smile was considered the "uniform of the day."

Above: Student volunteers from the Surface Warfare Officers School, LT Bill Coogan, (center) and LT Lamar Campbell (right) cheer on a Special Olympics contestant during the 25-meter wheelchair race. Right: A finisher in the 50-yard dash gets a couple of "high fives" from Senior Chief Electricians's Mate Michael Dowell, an instructor at SWOS. There was no hiding the joy everyone felt as each athlete crossed the finish line. Volunteers acted as clerks, coordinating the athletes with their events, while others placed themselves at the finish line to encourage the athletes and to ensure that their standings in the events were properly recorded.





# Fleet week

## *Sailors deliver message: no to drugs, yes to life.*

Story by JO1 Donald Cobb

An armada of 15 U.S. Navy and Coast Guard ships steamed into New York Harbor for the third annual Fleet Week last summer. Before they left, sailors delivered more than a chance to see Navy ships — they gave young New Yorkers the life-promising message to “stay in school and stay off drugs.”

Fleet Week is held in New York City every year to give New Yorkers a chance to see the Navy — and give sail-

ors a week of great liberty in “the city that never sleeps.” The Coast Guard also celebrated its bicentennial during the five-day event.

During their visit to New York, many sailors volunteered to speak to area junior high and grade school students as part of the “Excellence in Education” program.

Excellence in Education was founded by the New York Fleet Week Foundation in cooperation with the New York Board of Education, and is sponsored by Metropolitan Life Insurance Company. The Navy became involved through its Pride and Professionalism initiative, a key program in the Navy during the last decade, aimed at improving the quality and morale of its sailors.

According to LCDR Gerald Wheaton, Navy coordinator of the event, 100 sailors and Marines from 11 ships and local shore stations visited 24 schools.

“There was no recruitment involved,” he said. “It was positive reinforcement for the children and the sailors. One sailor, a diver, brought a wet suit and let the children try it on. The message we wanted to deliver was ‘say no to drugs and yes to life.’”

Aviation Electronics Technician 3rd Class Mark Sorelle of Helicopter Squadron 7 aboard USS *John F. Kennedy* (CV 67), spoke to students at



Photo by PH2 Charles Moore

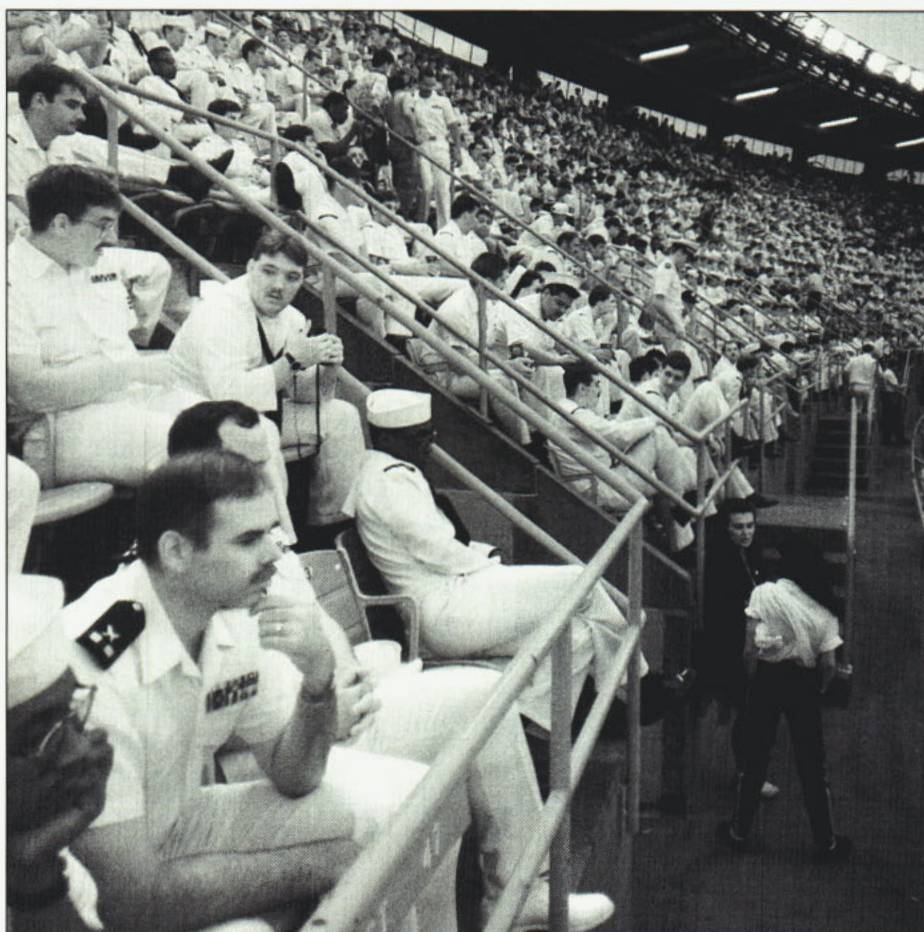


Photo by PH2 David W. Hopwood

**Top:** A New York youngster enjoys the fleet's visit. **Left:** Sailors enjoy our national pastime at Shea Stadium during their brief stay in New York City.



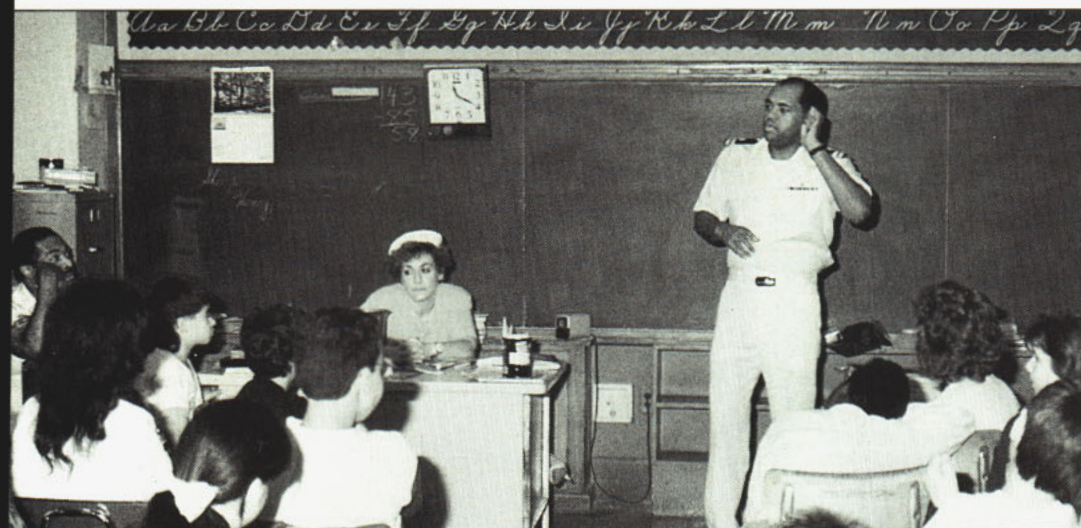


Photo by PHAN JOE KETCHUM

**New York elementary and junior high school students receive the message to stay in school and to stay off drugs from a Kennedy crew member.**

Public School Number 125 in Harlem.

"I didn't know what to expect, but I was very relaxed. It was very interesting and a lot of fun," said Sorelle. "I spoke to a class of gifted fourth and fifth graders. I gave pictures of the ship and aircraft to the kids. They asked thousands of questions such as, 'What's a ship like?' and 'Have you ever been to war?'"

"I was signing autographs all day," he added. "The students were coming up to me and asking me to sign their books, notepads, anything!"

Airman Ken Campbell visited Intermediate High School Number 285 (junior high) in the Bronx. "When we arrived, the principal was ecstatic to see us because he saw us as positive role models. The students were a little rambunctious, but well-behaved," he said. "They were curious to know how so many people could get along in an enclosed space like a ship. I told them that it takes teamwork. You may not like everybody, but you have to get along to get the job done."

"[I also said] there was no way we could accomplish our mission if we were doing drugs," Campbell continued. "You just have to make it work yourself because, although you can get [help] with problems, no one's going to baby-sit you."

He developed such a strong bond with the children that they were sorry to see him go. "They asked for our addresses so they could write to us," he said. "I wasn't expecting it, but it was nice to find out that we're admired so much by the children of New York."

Terry Dougherty of the Fleet Week Foundation said the goal was to get the sailors into the community as positive role models. "We wanted the sailors to urge the students to stay in school and say no to drugs," he said. "The feedback from it has been positive. The children reacted to the sailors very well, and a few sailors even volunteered to return to the schools after their first visit."

As sailors visited area schools, approximately 30,000 New Yorkers visited the 15 ships. Navy ships participating were USS *John F. Kennedy*, USS *Dale* (CG 19), USS *McInerney* (FFG 8), USS *Flatley* (FFG 21), USS *Moinester* (FF 1097), USS *Ortolan* (ASR 22) and USS *Emory S. Land* (AS 39).

Representing the Coast Guard were the training barque *Eagle* (WIX 327), icebreakers *Polar Sea* (WAGB 11) and *Sturgeon Bay* (WTGB 109) and cutters, *Hamilton* (WHEC 715), *Dallas* (WHEC 716), *Forward* (WMEC 911), *Alert* (WMEC 630) and *Cherokee* (WMEC 165).

Most New Yorkers were friendly and curious. Although they've earned a reputation for indifference, citizens of the fast-paced city seem to have a lot of admiration for the Navy uniform. Families offered to take sailors home for dinner and show them around the city. They struck up conversations with the sailors, asking questions like how long they'd been in the Navy, what their rating insignia meant or what their ribbons represented.

Many sailors visited museums, theaters and other entertainment spots.

AN Gerald Embry and Aviation Fire Control Technician 2nd Class Mark O'Connor of *Kennedy* found dinner prices in Manhattan hard to swallow, so they jumped on the subway in search of less expensive dining.

"The prices were more affordable in Greenwich Village," said Embry. "I've never seen a place with so many different kinds of restaurants."

"You can have Greek food, Chinese food, Italian, anything," said O'Connor, while munching on a huge pretzel at Shea Stadium. They were waiting to see a baseball game between the New York Mets and the Philadelphia Phillies. The city had set aside an entire section of the stadium for Navy and Coast Guard members.

Finishing out the week was the official opening of Naval Station New York at Staten Island. The new base is planned to be home for six U.S. warships and 4,500 Navy members and their families.

But the biggest success of the visit was the message delivered by Navy, Coast Guard and Marine Corps personnel to young students — to stay off drugs, according to John Iasparro, a New York City school teacher.

"Also, these kids got to see a different lifestyle and different opportunities than they normally see. They've seen that there's an alternative to the conventional workforce," he said, "and there are other ways to get an education." □

*Cobb is assigned to the Navy Office of Information East, New York City.*



# Cobra Gold '90

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## VC 5 challenges "invading" troops.

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Story and photos by PHC Carolyn E. Harris

An A-4E *Skyhawk* streaked through the faintly lighted pre-dawn sky of Southern Thailand on D-day of the 7th Fleet amphibious training exercise *Cobra Gold '90*, a joint exercise between the United States and Thailand.

The engine screamed as it swooped low to strafe Rayong Beach. The plane targeted the U.S. and Royal Thai assault vehicles roaring out of the surf to drop their cargoes of Marines in full

battle dress who spearheaded the assault.

In the air over the beach, wily pilots in A-4Es searched the sky, ready to pounce on the AV-8B *Harriers* providing air cover for the water and airborne invaders.

Just off shore, USS *Peleliu* (LHA 5), flagship of Commander Amphibious Squadron 3, Amphibious Ready Group Alpha and numerous other U.S. and Royal Thai Navy ships, maneuvered to avoid bombs being dropped and missiles being launched from other A-4E jets lurking in the early morning sky.

Playing the role of aggressor in the air at *Cobra Gold '90* were, for the seventh year in a row, the pilots and planes of Fleet Composite Squadron 5, forward deployed to the Republic of the Philippines.

LCDR George Renard, officer in charge of VC 5's Thailand detachment, explained the mission the "Checkertails" 12 pilots and 64 maintenance and support personnel performed during the two-week exercise.

"The squadron provides services for other units and ships," said Renard. "During *Cobra Gold '90* we were the enemy — we provided the opposition.

**On D-day, Royal Thai Marines waded through the surf of Ban Kao Sap beach during the joint U.S. - Thailand training exercise *Cobra Gold '90*.**





Below: A Thailand beach assault from a UH-1N *Huey* and two LCACs. Right: A reconnaissance team of man and dog prepares to land. Far right: Marine Cpl. Robert Glanvill demonstrates creative use of camouflage. Bottom: A wave of amphibious assault vehicles scurry ashore.



Photo by JOC(SW) Bob Remington

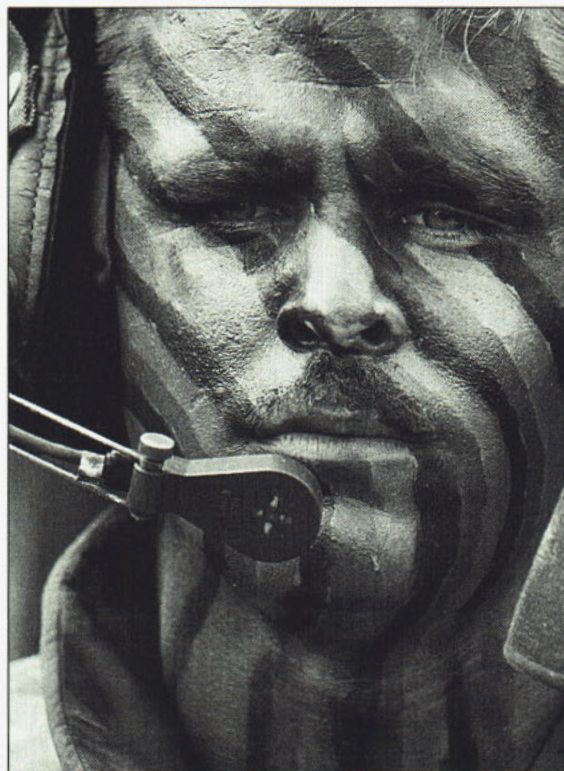


Photo by PH1 Ted Salois

We were vectored against U.S. Marine *Harriers*, U.S. Air Force F-4s and Royal Thai Air Force F-5s, A-37s and F-16s.

"The Thais are very professional, well-trained pilots," Renard continued. "They are a challenge to fly against."

As the exercise got under way, "one mission was the war at sea," explained Renard. "We coordinated strikes against U.S. Navy combatant ships. The idea was to get as many weapons on the ship as possible from as many different directions as possible."

Another squadron mission during the training exercise was to simulate missiles. "We carried pods under our wings and flew a profile similar to a missile," said Renard. "The electronic equipment on the ship analyzed the pod's signal to tell the ship what kind



Photo by JOC(SW) Bob Remington

of missile it was. During part of the exercise, we carried a jamming pod to jam the ship's search or fire control radar."

In addition, the exercise required towing targets four or five miles behind their planes while flying over U.S. ships. The ships fired short-range surface missiles and surface-to-air gun-

nery at the moving target.

"One new thing we did during *Cobra Gold '90*," said Renard, "was bomb a target, called a spar, towed by the USNS *Hassayampa* [T-AO 145]."

Assistant Operations Officer LT Paul J. Mulloy described some additional training done with a helo unit and men of the Royal Thai Navy.



# Cobra Gold '90

"We trained Helicopter Squadron 4 in basic search and rescue tactics, on-scene commander responsibilities and deck landing qualifications aboard *Peleliu*," Mulloy said. "We even got some of their pilots and air crew qualified in CPR."

Royal Thai Navy Commander Sompoe Ounnahaleakaga, com-

manding officer of Helicopter Squadron 4, explained why exercises like *Cobra Gold '90* are important in training his men.

"It has helped to upgrade my pilots' skills by training with new equipment and learning new techniques," said Ounnahaleakaga. "Also, the pilots learned how new equipment such as

*Landing Craft Air Cushion* and AV-8B *Harriers* are used."

"This exercise not only rehearses our own combined-arms training, but allows us to practice interoperability with our Thai allies," said ADM Huntington Hardisty, U.S. Commander-in-Chief, Pacific.

Prior to *Cobra Gold's* "D-Day," a special assault demonstration was conducted for the benefit of more than 3,000 VIPs, special guests and media. The demonstration enabled people throughout Thailand to get a first-hand view of two allies working together to improve Thailand's defense readiness.

"It is the key exercise of the year [in Southeast Asia]," stated Hardisty. "We have other exercises, but smaller in scope. This is the one where we really exercise our cooperation and our joint command and control."

While *Cobra Gold '90's* joint amphibious assault training accomplished its mission, a Medical Civic Action Program also left a lasting impression. Medical and dental personnel from the U.S. Marines, Navy, Army and Air Force, along with their Thai counterparts, treated more than 16,000 Thais in a 14-day period.

Hardisty summarized, "*Cobra Gold '90* is the largest exercise in Southeast Asia. Each year it has grown a little in magnitude, but it has grown significantly in complexity and professionalism."

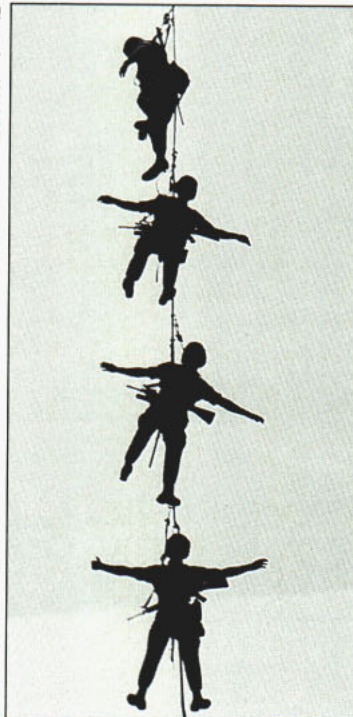
"We [in VC 5] have been training with the Royal Thai forces since 1983, LCDR Renard concluded, "and look forward to coming back and working with them again in 1991." □

*Harris is assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.*

**Top left: U.S. Marines await orders to use their M-16 rifles, grenade launchers and 81mm mortar. Above: A special purpose insertion extraction rig in use for a four-man recon team. Left: Royal Thai Marines storm the beach during D-day.**



Photo by J03 J. Vincent Dickens





## Spotlight on Excellence

# Sailors of the Year

*Different personalities reap the same reward.*

Story and photos by JO3 Marke Spahr

"My mom ruled with an iron fist when I was growing up. I was well behaved, always respected my elders and did what I was told," said Chief Aviation Storekeeper (AW) Garfield M. Sicard. He added with a laugh, "I had to, or I'd get the hair brush to my butt. I think those same principles apply to being a sailor — except for the spanking."

Sicard, who was stationed aboard USS *Independence* (CV 62) when he was selected as Pacific Fleet Sailor of the Year, credits his upbringing with his success today. His mother instilled obedience and self-discipline as a permanent part of his character.

The other 1990 Sailors of the Year also have something special about their personalities that make them high achievers.

The Atlantic Fleet SOY, who was assigned to Nuclear Powered Ocean Engineering and Research Vehicle 1 (Submarine NR-1), homeported in New London, Conn., when he was selected, said his sense of gratitude set him apart.

"The trick is knowing where you come from and who got you where you are today. I get so much from my wife, the submarine community and from my division that I always try to give something back to them," said Atlantic fleet's Chief Machinist's Mate (SS) Kevin W. Giles. "That's something

I'm dedicated to doing every day."

Adventure is the spark that ignites the Reserve SOY.

"Flying with the Navy is the most fun thing I do," said Chief Aviation Anti-submarine Warfare Operator (AC) Michael A. West, assigned to Patrol Squadron 91, Naval Air Station Moffett Field, Calif. "I'm a curious person — a sensation-oriented person. As long as I'm having fun with what I do, I know I'll be productive." In his spare time, West has served as a Re-

serve Police Officer in Walnut Creek, Calif., a Special Olympics volunteer and a member of the Disaster Preparedness Team in his community.

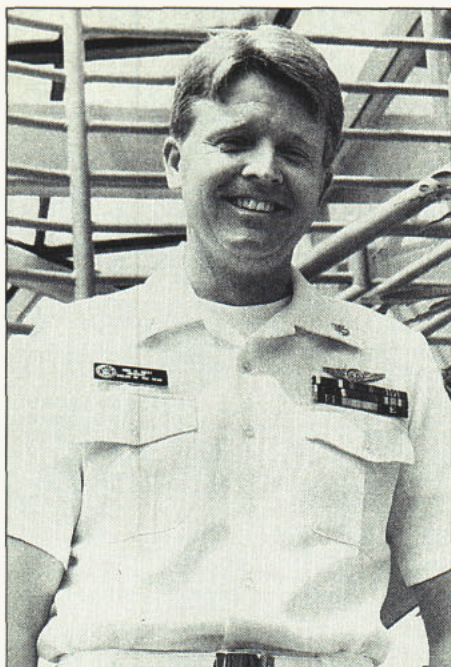
Seeking new experiences is almost irresistible to West. He'd like to go into space someday with the National Aeronautics and Space Administration. "I put in an application to NASA," he said, chuckling. "You think competition for Sailor of the Year is high!"

Some of the not-so-ordinary things



(L-R) The four Sailors of the Year with their wives: Jennifer and MMC(SS) Kevin W. Giles — Atlantic; Sonja and AWC(AC) Michael A. West — Reserve; Cheryl and AWC(AW) George R. Heider — Shore; Karen and AKC(AW) Garfield M. Sicard — Pacific.





AWC(AC) Michael A. West

he's wanted to do have been unattainable. "I wanted to reenlist in the air aboard an F-4," West said "but, that fell through. Next time I reenlist, I'll try again."

Contrasting with West's outgoing, fun-seeking attitude, Chief Aviation Anti-submarine Warfare Operator (AW) George R. Heider's strong suit is caution and thoughtfulness.

"Before I act on anything, I generally think it out in its entirety," said the Shore SOY, who was stationed at Maritime Surveillance and Reconnaissance Force 6th Fleet, Detachment

**Sicard — "You have to understand ...where you fit into the command's mission."**

Rota, Spain, when he was selected. "I think about the consequences and any alternatives. I weigh them out and then come up with a decision. It's made me consistently successful throughout my Navy career."

Even though each SOY has a different character strength that got him where he is today, they have one thing in common — spousal support.

**Heider — "I spend a lot of time helping junior people with their professional growth. I think that contributes to anyone's success in the Navy."**

"I think my wife's job is harder than mine," said Heider, whose wife Cheryl cares for their two daughters when he's away. "I have made a number of deployments throughout my career and Cheryl has supported me wholeheartedly on each one of them."

"My wife is very understanding," said Sicard, who has also made several deployments in his career. "Karen is an active-duty naval reservist and knows what the Navy is about. I'm glad to know when a cruise is over that

**West — "Treat everyone with respect. Don't try to come off as a know-it-all."**

I'm coming back to a stable home. It would be hard to go away and not have someone to come back to."

The SOYs have advice for other sailors who want to get ahead. That advice includes knowing your place in the system and learning from others.

"You have to understand why you are in this organization and where you fit into the command's mission," said Sicard. "Once you make the commitment to that mission — not just your division's mission — then the whole thing will fall into place. Just get out and do your part the best way you can."

"Absorb the things around you," said Giles. "Look at the people you work with and learn from their qualities."

Helping others and respecting them

is also vital, according to the SOYs.

"Care about your people," said Heider. "Try to put junior people who aren't on the right track, on the right track. I spend a lot of time helping junior people with their professional growth. I think that contributes to anyone's success in the Navy."

"Treat everyone with respect," added West. "Don't try to come off as a know-it-all."

Being chosen as SOYs from a field of 365,000 other hard-working sailors is not the end of the line for these top performers. They feel that there will always be room for self-improvement.

"My goal is to remember to set aside time for the people who work for me," said Heider, who wants to make master chief someday. "If a person comes up to me and says, 'Chief, I have a problem,' I want to be able to have time



AKC(AW) Garfield M. Sicard



to sit down with him or her right then and there — not put them on hold. That's something I try to improve every day."

"I have a hard time cracking down on people in my division when things aren't going as they should," said Giles. "I have a hard time cracking down on myself. That's something I'm

trying to improve."

None of the Sailors of the Year ever set as their goal becoming a SOY. Each one simply did the best job he could — using his own special qualities of character and seeking success on his own terms.

You get out of the Navy what you put into it, according to Giles. That

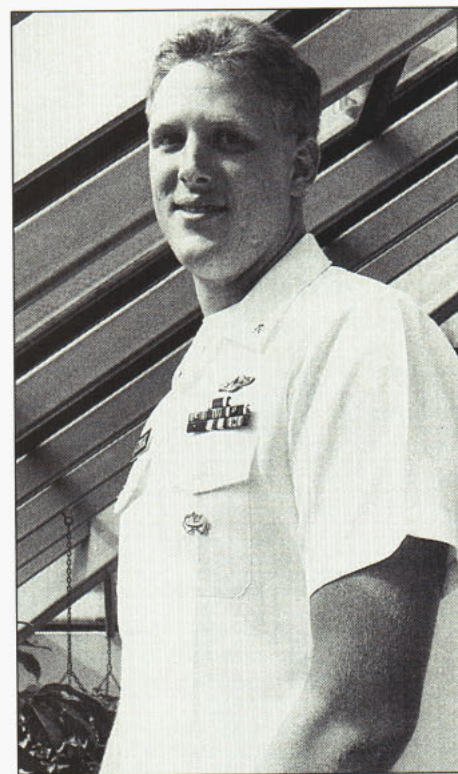


**AWC(AW) George R. Heider**

**Giles — "Do the best job you can.... Look at options the Navy has to offer...."**

means your success is up to you. "Even if you're in a rating you don't like, don't give up on being successful," he said. "Do the best job you can until you can get into a rating you like.

"It really pains me to see junior people trying to cut their own throats when they don't like the ratings they are in," he said, explaining that some junior enlisted people will deliberately



**MMC(SS) Kevin W. Giles**

do a poor job hoping to get out of the Navy. "When I see that happening I tell them, 'Look at all the special programs and options the Navy has to offer, choose another rating, see your career counselor and go for it.'" □

*Spahr is a writer for All Hands.*

## The Sailor of the Year program

The Sailor of the Year program was started in 1972 by then-Chief of Naval Operations ADM Elmo R. Zumwalt Jr. to honor top sailors from the Atlantic and Pacific Fleets. In 1973, the program was expanded to include one sailor representing shore establishments. Nine years later, the program was revised to recognize reservists.

The four and their families are flown to Washington, D.C., for a week of ceremonies and special events in their honor. The CNO meritoriously advances SOYs to their next higher paygrade and awards each one with a Navy Commendation Medal.

The Fleet Reserve Association pays

travel and per diem costs associated with the Washington trip and also pays for a week-long vacation anywhere in the continental United States for the active-duty SOYs' families. The Reserve SOY's family's costs are paid by the Naval Enlisted Reserve Association. The Navy pays expenses for the SOYs' Washington visit.

In addition, the Navy Memorial Foundation awards SOYs with a 15-inch bonded bronze statue of the "Lone Sailor."

Sea SOYs may serve a one-year tour as special assistant to their fleet master chiefs. The Shore SOY may choose to serve a one-year tour as special assis-

tant to the Master Chief Petty Officer of the Navy, and the Reserve SOY may sit as a member of the Naval Reserve Force Policy Board.

Sailors in paygrades E-4 through E-6 are eligible to compete for SOY if they have a record of continuous superior performance, educational enhancement, command or community involvement, demonstrated leadership abilities and excelled in demanding assignments throughout the competition year.

For more information about the SOY program, see OpNavInst 1700.01E. □



# Bearings

## For Neptune Award winner under way is the only way

All checks have been completed and signed off. The long training cycle has come to an end and now it's time to put everything you've learned to the test. Like most jobs in the Navy there is little room for error here, and everyone is performing at peak efficiency.

All departments are rigged for dive and everyone awaits the order. "Dive!" One word sets a finely-tuned crew into action. The diving alarm sounds and the patrol begins. Another 70 days without the things that every sailor who has ever deployed aboard ship misses: loved ones, cars, fast food, baseball games. However, for a submariner that list includes a few other, more basic things like sunlight and fresh air.

It takes special people to embark on and successfully complete a strategic deterrent patrol aboard a U.S. Navy fleet ballistic-missile submarine. That is why they proudly wear the silver patrol pin on their uniforms.

But what kind of person does it take to do this 10, 20 or even 30 times? Ask Senior Chief Fire Control Technician

Stephen P. Wellinghurst, assigned to USS *Casimir Pulaski* (SSBN 633). He has gone through this process 34 times and was recently recognized as the sailor who has made more strategic-deterrent patrols than anyone.

Wellinghurst recently became the fifth person to receive the Neptune Award. In a ceremony at the headquarters of Commander Submarine Group 6, he was presented the award for the most strategic-deterrent patrols made by anyone in the Navy.

RADM Arlington F. Campbell, ComSubGru 6, congratulated him on his hard work and dedication. "It's a tremendous accomplishment, and shows a great deal of desire on [your] part," he said.

When he received the award, Wellinghurst simply said that he was "living proof that the only way, is under way."

But there is definitely more to it

**FTCS Wellinghurst checks the ballast control panel while on watch aboard USS *Casimir Pulaski*.**

than that. Wellinghurst has a love for the arduous and unending cycle of being on the crew of a fleet ballistic missile submarine. The cycle begins at the end of a patrol.

"It's a great feeling to be coming home," said Wellinghurst. "We call it 'channel fever.' As many times as I've done this I still get channel fever. The last couple of nights at sea you can't sleep, you're up all the time, feeling real excited."

When the sub makes port, she is turned over to another crew that will ready her for sea and take her on another patrol while the returning crew begins a stand down period of rest and recreation.

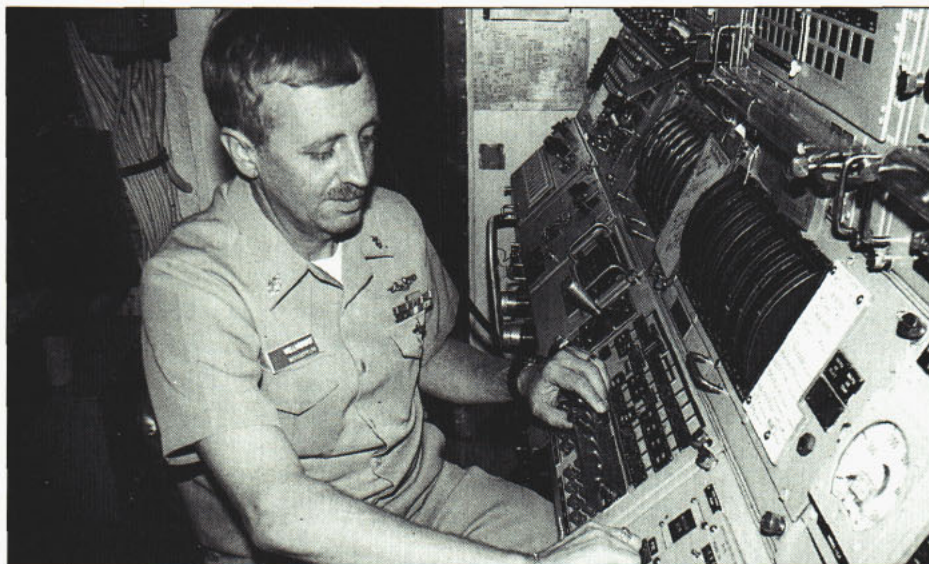
Then comes what Wellinghurst described as the most demanding part of the cycle — training.

"On patrol you're briefed, trained and ready to respond to any situation. There are very few surprises at sea," he said. "But in training you have to prepare yourself to handle anything out of the ordinary. I'm unusual in that I've spent more time in the trainers than most of the instructors, so for me there usually isn't a whole lot of new information, but for the younger guys, training can be a hair-raising experience."

The final phase of this cycle is the patrol. While most people look toward patrols with the same amount of enthusiasm as having a tooth pulled, Wellinghurst relishes the thought of going to sea.

"The whole crew seems to come together," he said. "That's one of the things I like most about this community, it's a real close-knit society." ■

— Story and photo by JO2 Paul Taylor, assigned to PAO, Commander Submarine Group 6.





# Bearings



U.S. Navy photo

## Eisenhower crew spells it like it is

In what was described by one crewman as a "major visual spectacle," more than 1,900 sailors and Marines formed up on the flight deck of USS *Dwight D. Eisenhower* (CVN 69) for a special celebration honoring the 100th anniversary of the birth of the ship's namesake.

Eisenhower was born Oct. 14, 1890, and worked his way through the ranks. He headed the Allied invasion of Europe as a four-star Army general in 1944, was promoted to General of the Army (five-star) two years later and was elected the nation's 34th president in 1953. In commemoration of this American war hero's achievements, the crew commenced *Operation Spell-Ex*: forming up into five red, white and blue stars and the

years 1890-1990.

The colored stars were composed of 145 men each dressed in the red, white and blue shirts worn by flight deck personnel. Dress white uniformed sailors made up the years, with Marines arranged to form the center dash.

Bringing the flight deck formation together took about two hours said LT Ken Ross, the event coordinator. Standing in formation for that long may have been tiring he said, "but when they saw the final result they enjoyed the product of their effort and time. It paid tribute to the ship's role in preserving freedom and democracy in the way the late president envisioned it."

*Operation SpellEx* was one of many events the ship planned to host this

USS *Dwight D. Eisenhower* crew members execute *Operation SpellEx* by forming up more than 1,900 sailors and Marines on the carrier's flight deck in honor of the ship's namesake's 100th birthday.

year in celebration of Eisenhower's 100th birthday. Various ceremonial parades and picnic gatherings were held on the flight deck this summer while deployed to U.S. 6th Fleet and making foreign port calls. Special visitors were also welcomed aboard, including Dwight D. Eisenhower Jr., son of the late president, and Donna Pope, director of the U.S. Mint, who unveiled the Eisenhower commemorative silver dollar. ■

— Story and photo from Public Affairs Office, USS *Dwight D. Eisenhower* (CVN 69).



# Bearings

## Bosslift '90 gives employers look at Naval Reserve

On May 19, more than 100 civilian employers of Reserve personnel assigned to Naval Reserve Readiness Command Region 8 were airlifted to Naval Station Mayport, Fla. They got a firsthand look at some of the benefits they receive by having naval reservists as employees.

RedCom 8 hosted *Bosslift '90* to bring employers from Chattanooga, Tenn., Kings Bay, Ga., and Gainesville, Jacksonville and Orlando, Fla., to see the wide range of skills and capabilities gained by drilling reservists every weekend through on-site briefings, demonstrations and tours. The employers were also recognized with letters of appreciation for supporting our national defense based on the support they provided their employees "above and beyond that which is required by law," said CAPT Terry



McGee, *Bosslift '90* coordinator.

Every weekend, thousands of naval reservists report to their various training sites in preparation to augment the regular Navy in case of national emergency. More than 7,000 reservists from Puerto Rico, Florida, Georgia and Tennessee support the 197 Naval Reserve units in RedCom 8, playing a

**LCDR Mark Fulenwider, combat systems officer aboard USS *Flatley* (FFG 21), explains bridge operations to employers.**

vital role in this part of our national defense. ■

*Story and photo by JO2 Debra Butts assigned to Naval Reserve Readiness Command, Region 8, Public Affairs Office.*

## Sailors keep up the PACE aboard USS *John Hancock*

Family, friends and crew members of USS *John Hancock* (DD 981), homeported in Pascagoula, Miss., attended commencement ceremonies recently in Ocean Springs, Miss., for 20 crew members who earned college degrees through the Program for Afloat College Education.

The ceremony was the largest single graduation from a sea command in naval records.

"Today's graduation ceremony is the direct result of a commitment to excellence by the ship, Professor Taylor (the educator) and the crewmen, past and present, who took advantage of this unique educational opportunity which started almost four years ago," said CDR Don Peters, CO of *John Hancock*.

PACE gives sailors at sea the opportunity to take college courses offered by a number of fully accredited colleges and universities. The program provides functional skills, college level, and some vocational courses to afloat units. Since May 1986, *John Hancock* has maintained an active program that provides her sailors with the courses to obtain their degrees.

When instructors are not on board ship, course work is done using study guides or by electronic delivery. Tuition is fully funded by the Navy. Sailors pay for books and some fees.

"Earning this degree means a lot to me and it is something I might not have pursued if not for the Navy," said Electronics Technician 2nd Class Douglas L. Findley.

Since the initiation of PACE aboard *John Hancock*, more than 3,200 semester credit hours have been earned in the areas of history, law enforcement, mathematics, management and political science. In the last two years, 32 crew members earned college degrees from various institutions — a figure that represents more than 10 percent of *John Hancock's* crew.

"I reported on board without any college work," said Fire Controlman 1st Class Christopher D. Haden. "Now I am rotating to shore duty with an associate's degree. I don't think any other ship has a program like this, either in quality or commitment." ■

—Story by Jan Kemp Brandon, writer for All Hands.



# Bearings

## Unusual tourist spot found in Boston by *Guam* crew

During a recent port visit to Boston, many crew members of USS *Guam* (LPH 9) found the city filled with tourist attractions such as the Market-place, Freedom Trail, Bunker Hill Monument and the Children's Hospital.

Forty-five men from the amphibious assault ship spent some of their valuable liberty time visiting youngsters and their parents at the Boston Children's Hospital. The sailors wore their dress blues and biggest smiles for the visit and entered the lives of these sick children just by letting them know that someone cared.

"The fact that sick children were involved is probably the main motivator for most of the men," said *Guam*'s chaplain CDR Robert P. Reidy. "We've had the largest turnout for any project."

Photographer's Mate 2nd Class

**A patient shares a special moment with USS *Guam* crew member Aviation Boat-swains Mate (Fuels) Airman Apprentice John Lewis.**

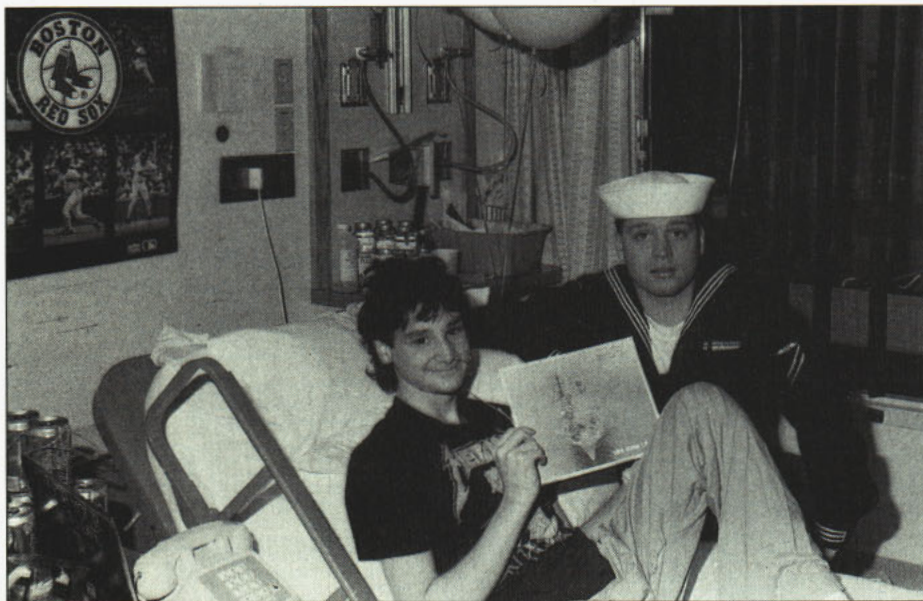


Photo by PH2 Martin Green

Martin "Bo" Green said, besides enjoying the sight of smiling faces on children, "I get a lot of self-satisfaction out of helping those that need it. It felt good to bring a bright spot to those who were in the hospital and also the parents of the patients."

Sailors split up into groups of three to five and delivered balloons, ship's pictures, conversation and good cheer throughout the hospital. Some stayed in the lobby to hand out balloons for children coming in for treatment. Others handed out photos of *Guam* and talked with parents and children about a variety of topics.

"We got a good response from the parents," said Aerographer's Mate 2nd Class Kevin Bowling, "who thanked us for showing up. For many of them, it was the first time they had seen a sailor in uniform. I think it was a real treat for the kids."

Airman Jimmy Stump probably provided the best treat of the day for the kids when he dressed up and performed his clown routine. "I react the



Photo by PH2 Martin Green

**Seaman Dustin White ties a *Guam* balloon to a young patient's carriage after entering the children's hospital.**

same way the children react when they see me — their faces light up with such happiness — I feel the same emotions they're experiencing," said Stump. "After performing my act, I know the time spent was well worth it."

In addition to entertaining and handing out mementos to the children, many more sailors contributed to the visit by participating in the hospital's "Pints for Half-pints" blood drive program.

Reidy said everybody benefited from the visit. "This is the type of unselfish dedication that presents the Navy in a positive light to cities where the Navy isn't common," the chaplain said. "I believe it was good for everyone all the way around."

Although *Guam* left Boston for her home port in Norfolk, a little piece of the ship and crew were left behind in the hearts of many Boston children. ■

— Story by JO2 Adam S. Bashaw assigned to USS *Guam* (LPH 9) Public Affairs Office.



# News Bights

No one should doubt our staying power or determination, declared President George Bush in a speech to Pentagon employees about the mobilization of forces to the Middle East. He told them that "one of the most important deployments of allied military power" since World War II had been launched.

"Our action in the Gulf is about fighting aggression — and preserving the sovereignty of nations," Bush said. "It is about keeping our word and standing by old friends. It is about our own national security interests and ensuring the peace and stability of the world."

\* \* \*

Praised for its environmental efforts, Naval Air Station Jacksonville, Fla., was named co-winner of the 1990 National Recycling Coalition Award.

According to the chairman of the NRC awards committee, NAS "Jax" tied with Southwestern Bell Telephone for the prestigious award after being nominated by the Naval Military Personnel Command's Morale, Welfare and Recreation Division. Selection criteria included encouragement of all employees to donate recyclable materials and management policy demonstrating a commitment to recycling.

The program at Jacksonville began in September 1989, with monies brought in helping to pay for an addition to the base child care facility and construction of the new Manatee Point Park. At no cost to taxpayers, recycling money funded a new physical fitness center, new recycling facility and a fenced enclosure at the base's brig for prisoners working in the recycling program.

\* \* \*

To add to savings for customers and to increase awareness that the Navy Exchange is the best source for high demand merchandise, the NEX has established the Value Pricing Program.

The result of discussions at a Fleet and Force Master Chief Symposium, the new program focuses on important individual and family necessities. Merchandise in the program includes selected household goods, health and beauty aids, film, blank audio and video tapes, small appliances, lawn care products, paper products and basic clothing needs.

Under the Value Pricing Program, monthly price comparisons will be conducted at local retailers on these selected items to ensure competitive prices. NEX will also maximize the purchasing power on these high-demand items and will take advantage of volume discounts to maintain low prices.

To help its customers, NEX will post signs giving

both the NEX price and that of the lowest surveyed local retailer.

\* \* \*

Defense Secretary Dick Cheney has reduced the number of flag officers on his staff by one-half, in response to "world changes and tighter budgets," according to a DoD statement.

Cheney ordered that 13 of the 27 positions on his personal staff, normally filled by generals or admirals, be eliminated and filled with civilians or given to lower-ranking officers.

"We cannot afford to assign our most-seasoned and experienced military officers to Pentagon staff jobs that could be handled by civilians or less senior military officers," Cheney said. "With fewer generals and admirals, those who remain must be placed in positions of command and crucial military responsibility."

\* \* \*

The guided-missile cruiser *Hue City* (CG 66) was christened recently in Pascagoula, Miss. The *Aegis* cruiser was the first U.S. ship named for a Vietnam War battle.

The 563-foot *Ticonderoga*-class ship is built specifically to provide primary anti-air warfare protection for Navy battle forces. The ship will be capable of operating in all warfare mission areas to detect, track and destroy enemy aircraft, missiles, submarines and surface ships. *Hue City* is scheduled to join the fleet in September 1991.

\* \* \*

Naval Sea Systems Command searchers aboard USNS *Narragansett* (T-ATF 167), a fleet ocean tug, located what may be sunken evidence sought in the investigation of an airline tragedy last year.

After a five-day search, the Orion Unmanned Sonar-Scanning System identified a debris field 90 miles southeast of Oahu, Hawaii. The field may contain the cargo door torn from a United Airlines 747 on Feb. 24, 1989. National Transportation Safety Board investigators believe that a fault in the door mechanism caused the side of the airliner to shear away, pulling nine people to their deaths in the Pacific Ocean.

A 10-foot by 10-foot metallic object found in 14,000 feet of water was marked after remotely operated cameras could not obtain a picture of the ocean bottom. Officials were able to get computer-enhanced displays from the Orion Sonar System, adding weight to the possibility that the object is the cargo door. □



# Mail Buoy

## Missed the boat

The *All Hands* "A sad farewell" to the *Coral Sea* (CV 43) was well done except that the ship was never designed or laid down as a battle cruiser. The *Coral Sea* was ordered on June 14, 1943, as an aircraft carrier (CVB 43) — one of six ships of the *Midway*-class ordered from 1942 to 1945.

The "B" in her designation was for large (as CB was for large cruiser).

Actually, the escort carrier (CVE 57) was named *Coral Sea*, but she was changed to *Anzio* on Sept. 15, 1944; subsequently, the CVB 42 was named *Coral Sea*, but she was changed to *Franklin D. Roosevelt* on May 8, 1945. Thus, the CVB 43, later CVA 43 and then CV 43, is the third carrier to be assigned the name *Coral Sea*.

July was a particularly good issue.

—Norman Polmar, Editor  
*The Ships and Aircraft of the U.S. Fleet*

◆*You're right — one of our sources gave us some bum information. The keel for the ship best known as Coral Sea — CV 43 — was laid in 1944 and commissioned in 1947. — ed.*

## Irresponsible dowsing

Your article, "Home at last" (April 1990), was journalistically irresponsible. You reported, as if true, the claim of the investigating officer that dowsing, the use of a divining rod, enabled the search team to find human remains. This claim is based on the notion that "human beings also possess a strong magnetic field, which remains after death and decomposition."

If you had bothered to check your facts with competent authorities, you would have found that this pseudo-science has been thoroughly discredited.

What if the investigators claimed to have found the remains from reading their horoscope that day or that the ghost of the dead pilot appeared and pointed them out? Would you report that?

Now, more than ever, we need a scientifically literate, technically competent Navy. By reporting superstition as fact you are not helping us.

— OCS John T. Jarvis  
USS *Ponce* (LPD 15)

◆*You say it is pseudo-science and that the dowsing method has been thoroughly discredited. But the fact is — the dowsing method worked — the remains were found. Sometimes things that happen in this life can not be explained away scientifically. — ed.*

## Wrong or right?

In the May 1990 issue of *All Hands* there is an article titled "Flight Training History," which I read with interest having been an aviation cadet who completed flight training in 1938.

Reference is made to the photograph of student enlisted personnel in flight training and the accompanying caption which states "An early Elementary Training Squadron of cadets, etc." I was always under the impression the "cadet" with respect to naval aviation applied only to aviation cadets authorized by the 1935 Aviation Cadet Act. If that is the case, the caption to the picture should have classified the personnel as "student aviators" and not as "cadets."

Am I wrong? Please clarify.

—CAPT J.D. Arbes (retired)  
Pensacola, Fla.

◆*In checking United States Naval Aviation, 1910-1980, we find that the correct classification is "student aviators," based on the apparent age of the photo. — ed.*

# Reunions

◆**USS Harrison (DD 573)** — Reunion Oct. 1-5, Louisville, Ky. Contact John Chiquoine, 323 Wellington Road, West Chester, Pa. 19380; telephone (215) 692-2627.

◆**292nd Joint Assault Signal Company** — Reunion Oct. 4-7, Fort Mitchell, Ky. Contact Carl Hamilton 3349 Fernside Blvd., Alameda, Calif. 94501.

◆**USS Canopus (AS 9)** — Reunion Oct. 9, Seattle. Contact Andrew A. Henry, P.O. Box 637, Thousand Palms, Calif. 92276.

◆**295th Joint Assault Signal Company** — Reunion Oct. 11-14, Cape May, N.J. Con-

tact Lee Stanton, 510 Robin Road, Cape May Beach Villas, N.J. 08251.

◆**VP 14, VB 102, VPB 102** — Reunion Oct. 18-20, Tuscon, Ariz. Contact Ted Marshall, 4662 E. Don Jose Drive, Tuscon, Ariz. 85718.

◆**5th Amphibious Corps Medical Battalion World War II** — Reunion Oct. 20-26, San Diego. Contact Larry DuBois, Box 711, Encinitas, Calif. 92024; telephone (619) 753-5602.

◆**Naval Air Station Atsugi, Japan** — Reunion Oct. 27, San Diego. Contact Robert F. Gillen, 13775 Paseo Cevera, San Diego, Calif. 92129; telephone (619) 484-7206.

◆**USS Natoma Bay (CVE 62)** — Reunion Nov. 9-11, Orlando, Fla. Contact Bob Wall, 2917 S. Atlantic Ave., #306, Daytona Beach, Fla. 32118.

◆**Vietnam Brown Water Navy** — Reunion Nov. 11, Albany, Ore. Contact Dave Crockett, P.O. Box 5523, Virginia Beach, Va. 23455; telephone (804) 397-8967.

◆**USS Shamrock Bay (CVE84)** — Reunion Nov. 16-18, Charleston, S.C. Contact Fred H. Griggs, 1989 Dandy Road, Dallas, Ga. 30132; telephone (404) 445-4470.

◆**USS Sussex (AK 213)** — Reunion February 1991, San Diego. Contact Donavon English, P.O. Box 20968, Portland, Ore. 97220; telephone (503) 252-4601.

◆**USS Kanawha (AO 1)** — Reunion March 7-9, 1991, Phoenix, Ariz. Contact George Wilder, 214 West Ruth Ave., Phoenix, Ariz. 85021; telephone (602) 943-9549.

◆**USS Higbee (DD 806)** — Reunion March 8-10, 1991, Buena Park, Calif. Contact Jimmie Huffman, 8311 San Marino Drive, Buena Park, Calif. 90620; telephone (714) 527-8026.

◆**USS Colhoun (DD 801)** — Reunion April 5-7, 1991, Long Beach, Calif. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

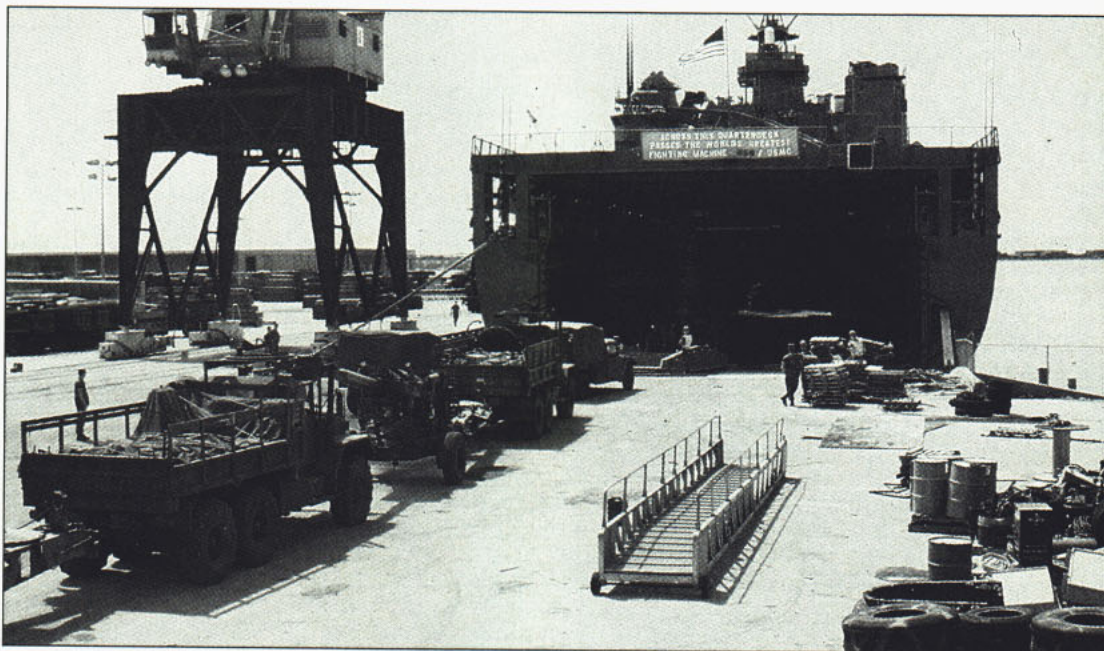
◆**USS Terry (DD 513)** — Reunion April 10-13, 1991, Norfolk. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

◆**USS John Hood (DD 655)** — Reunion April 18-20, 1991, Baton Rouge, La. Contact John Snider, 5008 Lavaca Court, Midland, Texas 79701; telephone (915) 697-5309.

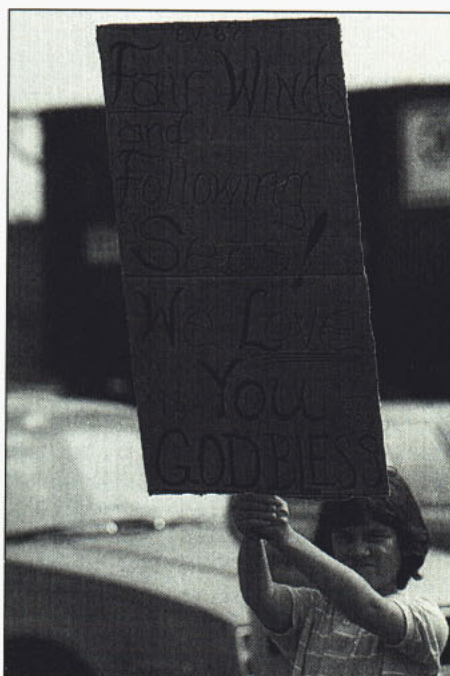
◆**USS Luce (DLG 7)** — Reunion May 24-27, 1991, location pending. Contact R.E. Ackerman, 4511 Elite Drive, Orlando, Fla. 32822; telephone (407) 275-0990.



# Navy-Marine Corps team moves out



Above: Navy-Marine Corps amphibious team loads out aboard USS *Gunstan Hall* (LSD 44) in mid-August for *Operation Desert Shield*. Left: Marines ready for deployment at Camp Lejeune. Below Left: Sailors check aboard USS *John F. Kennedy* (CV 67) for deployment with *Desert Shield*. Below: A little girl at *Kennedy's* departure — concern on her face but support in her heart.

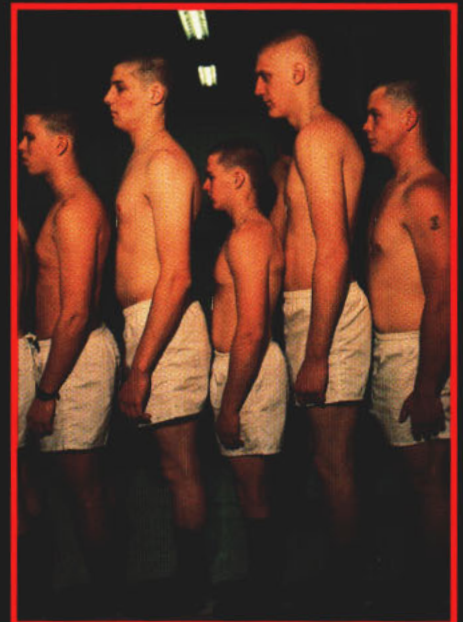
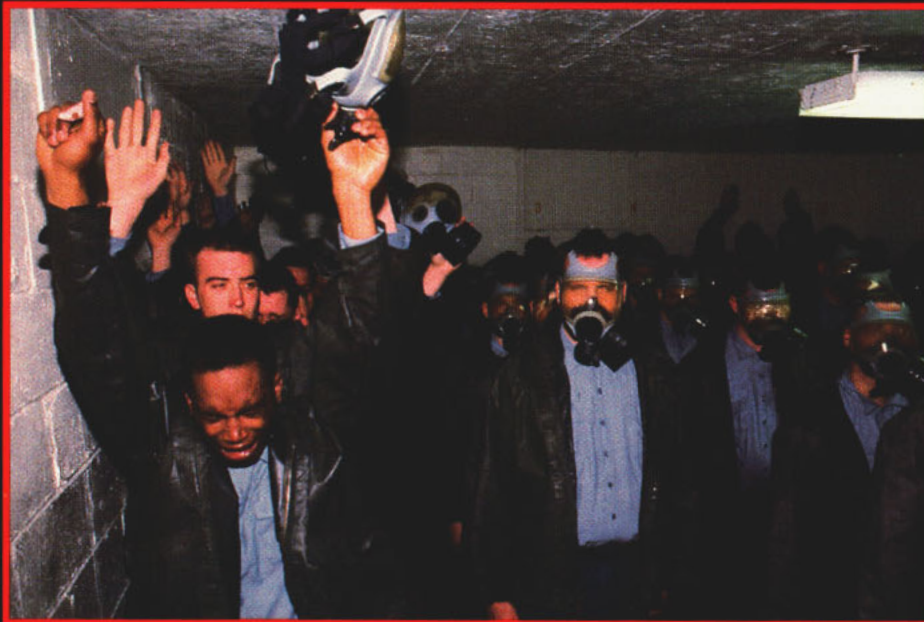






The first flight of *Avenger*, a new generation of attack aircraft for the Navy, is planned for late 1991. This artist's rendition shows what the *Avenger* may look like in the air. The aircraft will be able to penetrate the most sophisticated defenses and deliver greater quantities of ordnance accurately at less risk to its two-member crew through low-observable technology, greater speed and advanced weapon and survivability systems. Designed to replace the 27-year-old A-6E *Intruder*, the A-12 will provide all-weather, day/night attack capability to the fleet well into the 21st century. U.S. Navy illustration.





Entry to a new life ● Page 17